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Official fuel consumption figures for the all-new Audi RS 3 Sportback in mpg (l/100km) from: Urban 24.8 (11.4) – 25.2 (11.2), for comparative purposes and may not reflect real driving results. Optional wheels may affect emissions and fuel consumption



Extra Urban 43.5 (6.5) - 44.8 (6.3), Combined 34.0 (8.3) - 34.9 (8.1), CO2 emissions 194 - 189g/km. Standard EU test figures figures. Image for illustrative purposes only, includes optional extras.





I don't know what they have been putting in the coffee over at Hyundai, but whatever it is, it seems to be working.

ot on the heels of a successful first year back in WRC for the i20, Hyundai has introduced the face-lifted and greatly improved New i30. Better styling all round and the introduction of a new dual clutch transmission, should see it establishing itself as a serious contender in the European car market.

But it is the top of the range Turbo version that really excites us. It may not be the biggest turbo you've ever seen, but it is certain to give the usual suspects a run for their money. When Hyundai first set out to develop an i30 Turbo, they said they wanted to create a powerful, less aggressive engine with a focus on driver enjoyment rather than performance ligures. This they have managed to do in spades. A welcome reminder of what

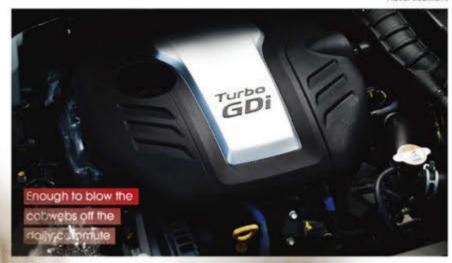
A welcome reminder of what great driving is all about

......

From the outside the i30 has always been a stylish car, but with the new Turbo version we get something very special indeed. Classy new front light clusters, LED daytime running lights and a more aggressive front grille and sportier body kit give it an imposing, athletic look. A dual rear muffler and 18-inch alloys also add to the appeal.

Happily the sense of something a little bit special doesn't end there. Step inside and you are instantly struck by the Turbo's unique styling. A sportier looking black interior with red highlight stitching on the gearstick, sports seats and door trim and a racy and well laid out central instrument cluster certainly make it feel the part.





A well a good storage up front it also comes upprisingly good leg and headroom, both the front and back. And the boot space is a very accommodating 378 "*re="

Like all F, undai cars it has a standard kit list that will make its competitors' eyes water: Touch are a S, eNay, Dual Zone Climate. Control, a Canear View Camera to help ke your pretty new toy as scratch free as posas well as Bluetooth', Cruise Control, K Entry, and heated front sports seats for a scomfort on those extra long drives you'll be going on.

Unfortunately for us, unlike the lucky chaps at Hyundai who concludes the New 130 Turbo, we weren't pout testing at their new Nürburgring to the lines, but on the roads around North around this little beauty still door.

We were test-driving the 3 door model, though it does come as a 5 door too. Both are fitted with the same 1.6 litre, 186PS, turbocharged petrol engine that produces 0-60 in just 8 seconds. More than enough to blow the cobwebs off the daily commute.

But it's not the power that strikes you when you first really start to put the i30 Turbo through its paces, it's the handling – it's how the power from that ingenious turbo-charged engine is tamed and put to work through the specially tuned suspension. It's an exciting and precise experience, never out of control or overreaching itself. The Turbo's power

delivery is refined and really rather sophisticated. Clearly that time at the Nürburgring wasn't wasted.

It's good to see that after a great first year back in WRC, Hyundai has continued to move forward in exciting ways. Whatever the future holds for Hyundai, one thing's for sure, with the impressive New i30 Turbo they are definitely heading in the right direction.

HYUNDAI i30 TURBO

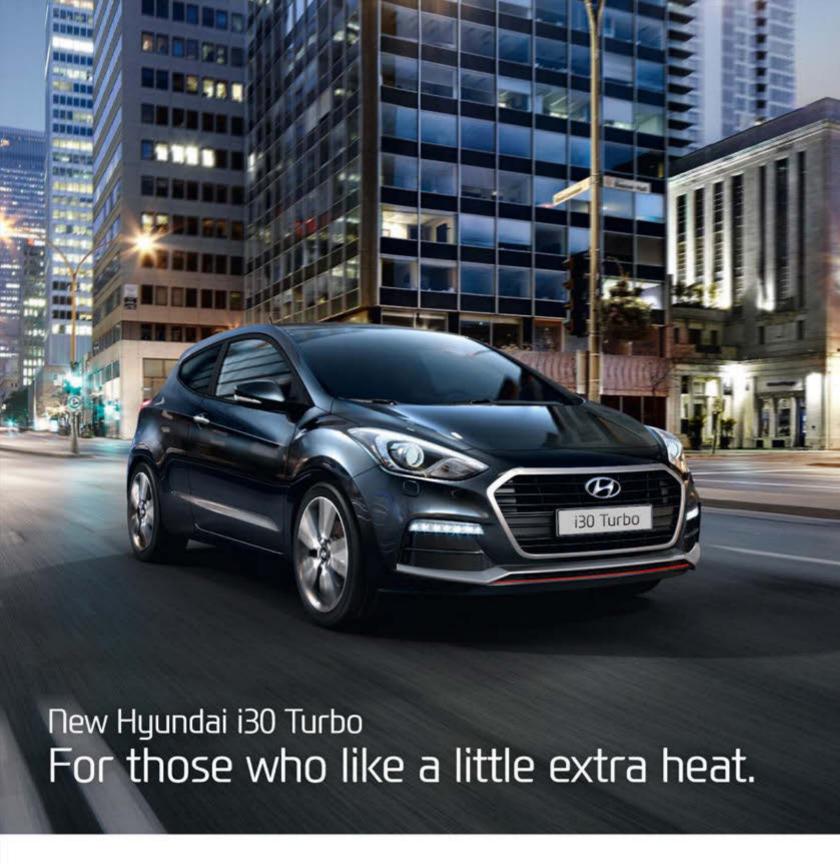
Step inside and you are struck by the Turbo's unique styling



Clearly that time at the Nürburgring wasn't wasted



An exciting and precise experience



With its striking sports-styled body, more powerful 186PS turbo-charged petrol engine and sharper, more responsive handling – all fine tuned at the Nürburgring – the exciting New i30 Turbo serves up something really special for those that like it hot. We make it possible from £22,500*. Find out more at hyundai.co.uk





Fuel consumption in MPG (I/100km) for New i30 range: Urban 29.4 (9.6) - 67.3 (4.2), Extra Urban 47.1 (6.0) - 83.0 (3.4), Combined 38.7 (7.3) - 78.4 (3.6), CO2 Emissions 169 - 94g/km. These official EU test figures are to be used as a guide for comparative purposes and may not reflect all driving results. Model shown: New i30 Turbo 1.6 T-GDI 186PS manual 3 door at £23,010 OTR including Turbo 8lack metallic paint at £510. *On the road price of £22,500 applies to New i30 Turbo 1.6 T-GDI 186PS manual 3 door with solid paint. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit www.hyundal.co.uk/owning or ask your local dealer.



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WELCOME TO MY WORLD



CHRONOMAT 44





WELGOME

A Cobra attack helicopter scything around the final corner of the Red Bull Ring, a bare 20ft above two and a half million quid of performance cars, tends to focus your attention. As it and 2015's most impressive

low-speed traffic jam approach my vantage point at the startline, the downdraft and shockwave from the blades pound through my ribcage and knock the wind out of my lungs.

It's not until the combined firepower heads up the hill to Turn 1 that I'm in a state to think two things: one, the months of planning and negotiations with the excellent team at Projekt Spielberg have been well worth it, and, two, the health and safety forms we filled in *definitely* didn't have a box marked "attack helicopter in close proximity to the world's greatest performance cars". Welcome to TopGear Speed Week, our annual celebration of fast.

Now, as a reader of this magazine, you will no doubt have spent countless hours selecting the contents of your dream garage, and many more reordering it as boundaries are pushed and new stuff elbows its way in front of established favourites. But imagine if you could take your rollover fantasy league further? What if you could create not just your perfect car collection, but a money-no-object playground in which to enjoy it? That, in essence, is what Red Bull boss Dietrich Mateschitz has created in Projekt Spielberg and the Red Bull Ring. The ultimate petrolhead adventure park, with a legendary sinew of tarmac at its heart. The perfect location for our annual performance fest.

It didn't disappoint. It's a fabulous F1 circuit where we assembled a set of cars more diverse than ever before, and there were the antics of that helicopter and stunning Austrian mountain roads to enjoy. Weeks later, the adrenalin is still subsiding. I hope you'll agree we did those few epic days justice. The adventure starts on page 83.

I'm off to research gaps in the energy-drink market and to start planning for next year's return to the ultimate petrolhead playground. Enjoy the issue,

Can L

CHARLIE TURNER EDITOR-IN-CHIEF

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Official fuel consumption figures in mpg (I/100km) for the Ford Fiesta 1.0L EcoBoost (140PS): urban 50.4 (5.6), extra urban 72.4 (3.9), combined 62.8 (4.5). Official CO2 emissions 104g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

ford.co.uk/fiesta



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Nineteen becomes seven for a two-day blat through the Austrian mountains. Hold on









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DIFFERENT ANIMAL.

Range of official fuel consumption figures for the Alfa MiTo range: Urban 38.7 – 64.2 mpg (7.3 – 4.4 I/100km); Extra Urban 61.4 – 97.4 mpg (4.6 – 2.9 I/100km); Combined 50.4 – 80.7 mpg (5.6 – 3.5 I/100km).

CO₂ emissions 130 – 90 g/km.Fuel consumption and CO₂ figures are obtained for comparative purposes in accordance with EC directives/regulations and may not be representative of real-life driving conditions. Factors such as driving style, weather and road conditions may also have a significant effect on fuel consumption.

*Above rental based on Affa Romeo Millo 875cc TB Twinair 105 bhp Junior on Personal Contract Hire, with an initial rental of £2,068, followed by 47 monthly rentals of £188. Rentals shown above include VAT and exclude maintenance, and are based on 6,000 miles per annum. Excess mileage charges apply. Vehicles must be registered by 30th June 2015. Promotion subject to status. A guarantee may be required. Affa Romeo Contract Hire, PO BOX 4590, Slough, SL1 0WU.

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MY15 Avensis Excel 2.0 D-4D 5dr Touring Sports. Official Fuel Consumption Figures in mpg (I/100km): Urban 47.9 (5.9), Extra Urban 68.9 (4.1), Combined 58.9 (4.8). CO₂ Emissions 124g/km. The mpg & CO₂ figures quoted are sourced from official EU regulated test results. These are provided for comparability purposes and may not reflect your actual driving experience.

Model shown is MY15 Avensis Excel 2.0 D-4D 5dr Touring Sports at £28,440. Price excludes Orion Blue paint at £495. Prices correct at time of going to press, *0% APR Representative available on new retail orders of MY15 Avensis when ordered between 1 June and 30 June 2015 and registered and financed through Toyota Financial Services by 30 September 2015 on a 24 month AccessToyota (PCP) plan with 0-32% deposit. *Payment shown is based on a 24 month AccessToyota contract with £8,727.99 customer deposit and Guaranteed Future Value/Optional Final Payment. Toyota Financial Services (UK) PLC. Registered Office: Great Burgh, Burgh Heath, Epsom, Surrey KT18 SUZ. Authorised and regulated by the Financial Conduct Authority, Indemnities may be required. Finance subject to status to over 18s. Other finance offers are available but cannot be used in conjunction with this offer. Excess miles over 16,000 charged at 12p per mile. Toyota Centres are independent of Toyota Financial Services. Terms and conditions apply. Affordable finance through AccessToyota. 5 year/100,000 mile manufacturer warranty subject to terms and conditions.

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Meet the Viper American Club Racer, with one tonne of downforce and a 645bhp V10. It's the fastest street-legal Viper ever

It's like an Americanised TVR Sagaris. I love it!

Scott Burge

That front diffuser! That rear spoiler! I AM SO IN LOVE WITH IT!

lan Lai

Seems legit.

Christian Dez Black

And yet no one will buy one.

Patrick M

They sold out of the last-generation ACR. They'll sell every one they can make. D-ROCK ACR vs Z06 - battle of the century! **SgtStig**

Gotta love that big, hairy-chested American iron. Even with 645bhp, that engine is still not terribly stressed.

Klem

Too bad they don't have a Hellcat version. paganone

This thing is road-legal. Think about that for a second. Driving this Viper around on a busy Saturday has gotta be more fun than should probably be legal.

InsomniacRyan

Sneha_AutoStig sketch





@emberreignsI find this to be hilarious... since he's driving an Element

TWEETS & STUFF

OMG I just had a thought; has anyone fed The Stig since @BBC_TopGear stopped? @EUPERIA

Have been watching BBC4
The Canal Trip for 1 hour... I still haven't seen the @BBC_TopGear hovervan. Very disappointed.

@GEARBLAHBLAH

The @BBC_TopGear segment on the P1 is the best ever filmed or edited @CDESMARAIS

Thank you guys for an amazing 22 series. Good luck!

@LAMBORGHINIKIDD



Isle of Capri Sweeney Car

@THEWESTONMIKE

GO ONLINE AND SUBMIT YOUR PICTURES



I don't want a stick family, I'm gonna have a Stig family **Dlovepomeranz via Tumblr**



Has anyone ever read TG while getting a pedicure?

@CaitieX10



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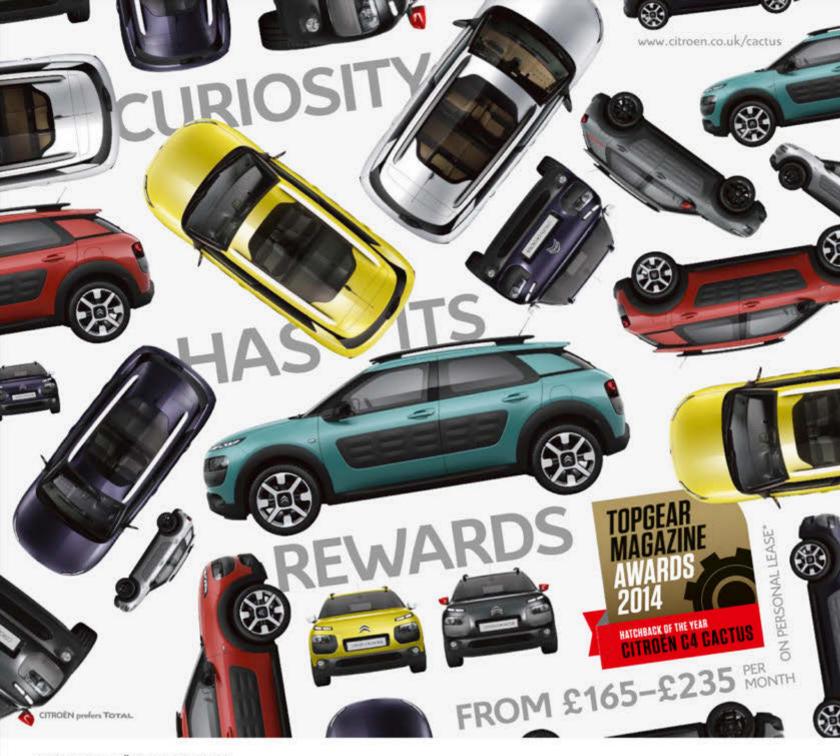


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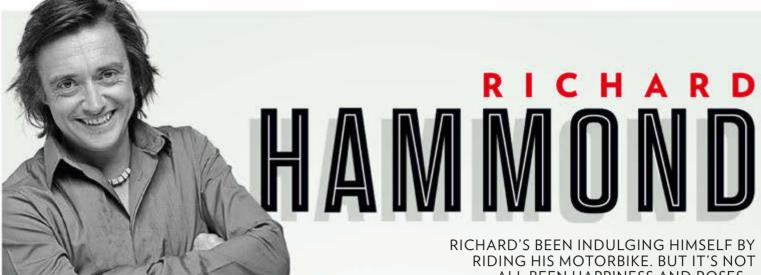
Could we make the engine smaller and more efficient? Why can't all the dials and switches be accessible on one touchscreen? What material creates a smoother more aerodynamic ride? How do we give the doors more protection? From interior to exterior, we questioned everything. Maybe that's why we won Top Gear Magazine's 'Hatchback of the year'. Go to www.citroen.co.uk/cactus to find out more. Stay Curious.





Official Government Fuel Consumption Figures (litres per 100km/mpg) and CO2 Emissions (g/km) (Range). Highest: New Citroën C4 Cactus PureTech 110 S&S manual: Urban 5.8/48.7, Extra Urban 4.0/70.6, Combined 4.7/60.1, 107 CO2. Lowest: New Citroën C4 Cactus BlueHDi 100 S&S manual with 15 inch wheels: Urban 3.5/80.7, Extra Urban 3.0/94.2, Combined 3.1/91.1, 82 CO2. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

Prices and offers apply to retail sales of qualifying New C4 Cactus models ordered and delivered between 01/04/15 and 30/06/15 and include VAT, delivery to dealer and number plates, Government Registration Fee and 12 months' graduated vehicle excise duty. Model shown: New C4 Cactus PureTech 82 manual Flair. OTR price \$16,340 lincl. Blue Lagoon at extra cost of \$250|. Initial customer rental \$2,879,70 lplus a \$1,000 Citroen contribution]: followed by 35 monthly rentals of \$165 experience of \$250|. Initial customer rental \$2,879,70 lplus a \$1,000 Citroen contribution]: followed by 35 monthly rentals of \$165 experience of \$250|. Initial customer rental \$2,879,70 lplus a \$1,000 Citroen contribution]: \$2,017.99 lplus a \$1,000 Citroen contributio



ALL BEEN HAPPINESS AND ROSES...

ince a massive bucketload of the proverbial got engaged too closely with the airmoving device and I no longer have an office to go to, I have travelled almost exclusively by bike.

This has not been a decision driven by either reduced circumstances or a desire to put on a public show of it. Rather, I have enjoyed being freed from the need to turn up wherever I'm going looking like something other than a sack of badger droppings. Biker Face and Helmet Hair is a bit of an issue if, on arrival, you're going to be required to remove the lid and bump your gums in front of a camera.

While my television career has not been founded on model looks, it doesn't help if viewers keep being sick or hiding behind the sofa when they see you. Now, though, turning up for various things on my suddenly shortened 'to do' list, I can afford to look as I really am: a shabby, poorly dressed bike fanatic who doesn't mind too much how bad his hair looks because it is, from where he's standing, very difficult to see anyway.

If I'm completely honest, I probably prefer travelling by bike, perhaps precisely because it is something I have always done in private rather than for work - aside from a catastrophic spell

"NOW I CAN AFFORD TO LOOK AS I REALLY AM: A SHABBY, **POORLY DRESSED BIKE FANATIC"**

hosting a bike show on an early digital channel where I learned just how fervently bikers believe themselves to be right on every matter concerning their favourite subject and any opinion you care to venture that differs even minutely from theirs serves only to encourage such a barrage of loathing that it is guite difficult to stand up.

Anyway, I was setting out on my bike once again this week, this time to attend the presentation of a new bike for the excellent Severn Freewheeler's charity Blood Bikers, who transport the essential red goo across the country to patients in desperate and dire need of it. Given the lifesaving and important work that these riders and their supporters carry out, I figured they wouldn't give two hoots if a bloke off the telly (or, as was pointed out on the day a number of times, who was once on the telly) turned up looking a bit shabby, so I hopped on the bike to at least make a show of bikerly solidarity with them when I arrived - even if my most important trips are transporting my tatty carcass to the shops whereas theirs are focused more on lifesaving and stuff.

Leaving home, I made a decision to go the back route to the motorway. It's shorter, twistier and altogether more fun, and I had left precisely the right amount of time to make it to Cheltenham for the event. This way was quicker. Approaching a quiet village a mile from the motorway, I found the road CLICK ON TOPGEAR.COM blocked with a sign telling me that roadworks were happening. A man was loitering near the sign, and I flipped the visor to ask if I could get past to the motorway. No I couldn't, came the fairly clear reply. "But I'm late, and if I could just nip down the side of whatever you're doing round there... I'm on a bike... it's smaller than a car... I'll go really slowly..." No good. A stone wall was what my words hit.

I decided to take the plunge and risk it with the big one: "Look, I'm going to a charity event. There are people waiting there, and I don't want to disappoint them." I felt bad, but come on, there were and I didn't. And then came what was clearly seen on the part of the deliverer of it as a devastating, irrefutable and absolute denial that would stand no questioning and end the debate immediately. "There are Men Working down there." He tipped his head at the guiet village behind him wherein, presumably, a couple of chaps were busily digging up or laying down the road.

I didn't argue. What was the point? "There are Men Working down there." It was such a clear thing, so absolute; there was no disputing it. When the hell did this happen? 'Men at Work' used to be a fine, firm, resounding phrase, resolute with manly intent and grim determination. Sturdy chaps toiling with pick and drill, labouring hard to make money for their families or to squander in the pub. When did it suddenly take on an air of delicacy and fragility? But take on that air it has: to the modern ear, the phrase is riddled with urgency and care and great notes of caution. "Oh no, there are Men Working. We must be careful lest we surprise them or worry them or scuff their little shiny vests with our horrid car or nasty, noisy motorbike."

> We're ruined. We've had it. Finished. I looked at the roadworks bloke's eyes. He was a sturdy fellow, big arms, the sort of character that could quite mess up my teenage Friday night out in Ripon where I grew up simply because he objected to my attempts at dancing with whatever girls were floating

around the only club in town. But he stood there on this day, head slightly bowed, brow furrowed and hands clenched with anxiety at the very idea of a moving motorcycle going within a hundred metres of these delicate, precious Men at Work. Time was, a person might be asked if they were man or mouse. I think I'd rather be the mouse. I don't imagine Mice at Work carries quite such a limp and delicate sense of self-absorbed fragility.



Official fuel consumption figures for the TT Coupé in mpg (l/100km) from: Urban 33.2 (8.5) – 54.3 (5.2), Extra Urban 50.4 (5.6) – 70.6 (4.0), Combined 43.5 (6.5) – 62.8 (4.5), CO2 emissions 153 – 116 g/km. Standard EU test figures for comparative purposes and may not reflect real driving results. Optional wheels may affect emissions and fuel consumption figures. For more information please visit audi.co.uk/tt



M E S M E S

AS AN AFICIONADO OF ALL THINGS AUTOMOTIVE, JAMES MAY HAS HAD A TERRIBLE THOUGHT -ONE DAY, THE PANDA WILL BECOME EXTINCT

> CLICK ON TOPGEAR.COM



ve never liked the McLaren 12C quite as much as the Ferrari 458, but really, there's not much in it. They're both brilliant.

Similarly, if I ever managed to drive the

The Ferrari with the Porsche 918 and the P1, I think the Fezza would cream it, just. But I don't doubt that the other two will be outstanding.

Then again, so they should be. Have you seen how much these things cost? If I forked out that sort of cash for a car and it was anything less than life-changing, I'd want a refund.

Here's my point: of course a car costing as much as a house will be good. It has to be, because elsewhere you can buy something that will do the same essential job for well under £10,000.

Last week, for complex reasons of domestic politics centred around the abuse my 911 was taking, I bought a new Fiat Panda. Because I turned up at the dealership with cash, happy to buy something basic from stock in any vaguely acceptable colour, I was able to do a good deal. About half an hour and £7,800 later, I (we) became the owner of a white Panda Pop.

"HAVE YOU EVER THOUGHT WHAT'S INVOLVED IN THE MANUFACTURE OF ONE BALL BEARING. HOW DO THEY DO THAT?" This is the most monastic Panda. There's no aircon, and you have to stick the key in the door to open it. I haven't done that for years. The trim is basic and the wheels have plastic hub caps. It's absolutely brilliant.

Now look: I haven't disappeared so far up my own exhaust pipe that I don't realise that £7,800 is still a lot of money. Of course it is. But you are getting a whole new car for that, and you can drive it to the other side of the world, just as you can the 458 Speciale, but save at least £200,000 while you're at it.

As with the supercar, the important bits of the Panda are made from regular car-making materials – steel and aluminium alloy, mainly. There's less of the Panda, but materials themselves are quite cheap. It's design, engineering and production that cost money. Obviously the economies of scale come in to all this but that's of no concern to me. I bought one Panda for the May household, and I don't care how many other people have one.

Let's delve a bit deeper and consider one component, like a piston or a gear or a wheel hub. These things have in them the legacy of centuries of engineering effort and philosophy, and are incredibly complex things in their own right, whatever car they're on. There are thousands of bits like this in even the most basic car.

In fact, in engineering terms none of this is basic at all. A car is one of the most complex manufactured goods you can ever hope to own. Only your desktop computer rivals it as a monument to technological brilliance at a bargain price.

I mean, have you ever thought what's involved in the manufacture of one ball bearing? How the hell do they do that, that accurately, and that consistently? By comparison, houses are made of poo, and clothing is just a load of threads. Cars are amazing.

That's why it always bothers me when a new car company announces that it's reviving the famous Scrotum and Wingback marque (or whatever) and will be building an uncompromised money-no-object supercar. Of course they will, because that's easy. But building a great hatchback for under £10,000 is bloody difficult, so we need people like Fiat, VW and Hyundai to do that.

This is why I've enjoyed driving the Panda so much. It's not quick or in any other way exciting, but instead it offers the chance to marvel at just how much genius can be yours for such a small amount of cash. It feels like beating the system.

But at the same time I sense a deep irony around it. One day, probably not that far off in the timespan of history, the basic requirement to get around will be met by something other than the car. No one will need to drive.

Like canal boats and horses before

- things that were once used for vital
work but are now the preserve of
hippies and weirdos – cars will
become a hobby, and the roads
will be the paid-for playground
of those who are actually interested.
There will be no requirement of cars.

In which case, if you're still with us, you'll want something like the Ferrari 458 Speciale or maybe a Caterham Seven 160, or even something really horrific such as a classic Lamborghini.

And then the thing that made the ordinary car such a God-given miracle – that it is so accessible – will have disappeared. Tragically, it's the Panda that will become extinct.



"IT'S NOT JUST A STICKER ON THE SIDE OF A RACE CAR"

Castrol have been pushing the boundaries of speed and technology for more than a century but shouting about what they do is only part of the story



astrol's Global Sponsorship
Manager, Donald Smith, is well
aware of the benefits of having
the Castrol logo on a race car.
"Motorsport is a great platform for
building awareness," he explains, "but it's far from
the only reason we're involved." Castrol's reason for
racing goes much deeper than mere marketing.

"For us, these are crucial technical partnerships," continues Smith. "We work with manufacturers and teams to maximise the performance of their race cars, but it works both ways. Each partnership enables us to improve the performance of our product, too." And it's the pace and intensity of motorsport competition that delivers the cutting edge.

"Motorsport is an extreme, high pressure research and development environment. Our involvement with so many different forms of racing – including trucks and motorcycles – allows us to learn more about

how our oil operates in a wide variety of conditions (see right). And we're able to learn quickly, too. We may have trialled 15 different additives in testing with a team. Then comes a race or a rally. And then another, two weeks later. This really accelerates the process and the benefits directly transfer to the product we produce for the road"

The contribution that Castrol makes to the success of a team

cannot be underestimated, either. Last season one team was experiencing abnormally high levels of fuel dilution at an event so Castrol cross referenced fuel samples with its Pangbourne R&D lab. The result? A swiftly remapped engine management

system and a potential engine failure avoided.

"We were like doctors checking iron levels in blood. The aim was to find the cause of the problem and prevent anything untoward from occurring. In a situation such as this, you wouldn't just 'change the blood'. Prevention is better than cure. It is all about a collaborative pursuit of excellence." And it makes for pretty good marketing too...

1.86 million



2011/12/13/14



WORLD ENDURANCE CHAMPIONSHIP

Endurance Championship – otherwise known as Sportscar racing – is the famous Le Mans 24 Hours, a notoriously punishing race that requires a car to be pushed to its limits for a full day and night, without interruption. In 2014, the winning Audi R18 e-tron quattro covered over 3,200 miles

150mph around an 8.46 mile lap. This is the sort of extreme racing that provides Castrol with priceless R&D. Formula One is widely acknowledged as the pinnacle of world motorsport but for Castrol, Audi's hybrid, kinetic, diesel-powered WEC race car is a much more valuable mobile test lab.



26 out of **31**

13 three day events across four continents, from January to November, every year. It's a punishing schedule for drivers and teams but it's everything Castrol love about WRC: huge diversity. From Sweden to Mexico and Australia to Wales the challenges are different every month and provide Castrol with an unrivalled

means of learning how its lubricants perform on tarmac; at -25°C; at altitude; on snow & ice; on gravel; in boiling heat and through dust. Where else could you find that level of intense competition to accelerate development? Among the teams supported by Castrol in WRC is double World Champions, Volkswagen Motorsport.





(or DTM for short) is the world's leading saloon car race series. For Castrol it is a form of racing that poses different challenges to any other form of motorsport it is involved in. This year's Audi RS5 DTM racer develops at least 460bhp (actual figures are a closely-guarded secret) and weighs little more than 1,100kg (with a driver on board). For Audi and Castrol, the challenge is to make the most of that power in races that last just 30 minutes.



76.3 (3.7), combined from 49.5 (5.7) to 70.6 (4.0). Official CO₂ emissions from 131g/km to 106g/km. The above fuel consumption figures are based on an EU test for comparative purposes only and may not reflect real driving results. *Vitara range: Vitara SZ4 1.6 Petrol Search/SuzukiCarsUK Manual available at £13,999 to Vitara SZ5 DDIS ALLGRIP Manual with Urban or Rugged Pack available at £21,799. All prices and specifications correct at time of going to print. Model shown is a Vitara SZ5 1.6 petrol manual available at £17,999 on the road (Single-tone metallic paint available at an additional cost of £430, Dual-tone paint available at an additional cost of £800).

**Optional extra on SZ5 models only.







EDITED BY SAM PHILIP

MEWS



Break out the chest wig - the Seventies are back BY JASON BARLOW

eritage is big business these days, and BMW leverages it more imaginatively than most. Last year saw the Mini Superleggera – now confirmed for production – and that was preceded by an M1 reboot and two unashamedly retro reinterpretations of the 328 MM. BMW has an enviable back catalogue for sure, but this year's reboot – unveiled at posh classic car concours Villa d'Este – mines the brand's barrel-chested Seventies CSL Batmobile lodestar for inspiration. Not surprisingly, it's been in the mix for a while.

"What's my favourite BMW?" head of exterior design Karim Habib asks *TopGear*.

"That changes constantly. But the CS coupe was certainly one of the most elegant BMWs, and the CSL helped establish the template for BMW as we know it now. I've been lobbying for this car for a few years now."

Seventies kids might have had the Lamborghini Countach and Ferrari Boxer on their bedroom walls, alongside a certain bottom-scratching tennis player, but the CSL would have fitted right in. The Batmobile was a racing legend – in the European Touring Car Championship – of which only 1,265 were built between 1972 and 1975. Men with fast facial hair and names like Hans and Dieter wrestled

Huge kidney grille and wrapover wings = interweb meltdown them round Spa and the Nürburgring, ripping through an atmosphere that was equal parts oil, strong lager and sausage. These days, a good CSL will set you back close to £250,000, and it's challenging the usual suspects for supremacy in the high-end classic car market.





A bewinged and tweaked version of the pretty CS coupe, the Batmobile wasn't all mouth and no trousers. In fact, it was about very skinny trousers because then, as now, stripping out weight was a sure-fire way to go faster. The CSL had aluminium door skins and bonnet, and used thingauge steel panels elsewhere. UK cars kept fripperies like electric windows and bumpers, but the 765 left-hook CSLs ditched more or less everything.

The reboot joins the weight-saving dots back to the original. This time, it's all about carbon fibre reinforced plastic (CFRP), a material the company has become expert in across recent M cars, its i cars, and a technology that'll underpin this autumn's all-new techno-fest 7-Series.

The CSL Hommage lifts the beefiest design elements of the original, and allows them to simmer alongside contemporary influences. In particular, the retro aspects are offset by the influence of the i8. "We definitely want the 'i' cars to be a separate sub-brand," Habib says. "But the ideas do trickle down or across. Plus, like the i8, the CSL uses carbon fibre - that allows us to

do other things, like separate the volumes on the car, and play with negative space."

This might be code for indulging in a little designery mischief. Like all the best stuff, the CSL polarises opinion, particularly at the front. No BMW has ever had a bigger set of kidney grilles, the company's trademark pushed to the point where caricature turns plain silly. The extra-slim headlights are laser jobs, which chuck out illumination in an X shape. There are 21in bi-colour alloys, with control blades on the wheel rims. Finished in Golf Yellow - an original colour - the CSL is every considerable inch a statement car. "Imagine if Arnold Schwarzenegger in

najor controls and air vents into pod

MEETS ITS SUCCESSOR

Leicht. The lightweight CSL Batmobile saw BMW's elegant Seventies coupe sent to bootcamp and returned fit for racing duty. It was a colourful period for the DTM and European Touring Car Championship, and the CSL dominated in 1973 – also scoring a class win at Le Mans – and '75 through to '79. It was the first in BMW's famous art car series, fact fans, though it's arguably best enjoyed in silver and M-striped guise (before M existed). Also features the best use of wood in a car interior ever.

THE ORIGINAL BMW 3.0 CSL

THE INSPIRATIONAL ORIGINAL

MEETS ITS SUCCESSOR





full muscle mode turned up in the early Sixties," Habib says, formulating an unusual analogical defence. "He would have been regarded as some sort of mutant. But 30 years later it was accepted. The canons of beauty change."

Equally controversial are the engorged wraparound front wings, the little aero blades on top a clear nod to the source. The carbon-fibre side elements suck what little excess visual weight there is clean out of its silhouette, and frame a side-exit exhaust. The car's rear three-quarters are also clearly i8-inspired, and the way the rear wing is integrated into the body compresses 40-odd years of design in a single act of sublime genius. A full-length LED strip ties it all together.

It's expressly not just a slavish update of the old car, as Habib says. "Some of the parallels are not immediately obvious. We wanted people to sense the family resemblance rather than see it straight off."

The cockpit continues the cross-pollination. It's beautifully minimal, with



Main display is directly ahead of driver. Adds the warp-factor feel only a central eBoost charging display interrupting the wood strip that runs the full width of the cockpit – like the original – and laminated with the blue, purple and red M stripe at the edges. Everything else is housed in a central display on the steering column, including the air vents.

A crash helmet is mounted in the transmission tunnel, and instead of rear seats you get what BMW describes as covers for the eBoost energy accumulators. There's some fancy 3D reflector industrial light and magic going on there too, and a fire extinguisher with red anodised nozzles. The DTM-style steering wheel is detachable, most of its structure milled from a single piece of aluminium. Other highlights include double A-pillars, and an asymmetric roll cage.

Is it feasible? Yes. *Ish*. BMW refuses to offer full disclosure, in a most likely doomed attempt to stop the entire car universe demanding that it's built immediately. But *TG* can confirm that the CSL utilises 6-Series underpinnings,

PAST BMW VILLA D'ESTE CONCEPTS

OTHER ITALIAN MASTERPIECES FROM THE GERMANS



M1 (2008)

Not just a reimagining of the Giugiarodesigned M1 supercar, but also inspired by Paul Bracq's 1972 Turbo concept



328 HOMMAGE (2011)

Followed an earlier Mille Miglia concept, both inspired by BMW's slender Thirties aluminium racer



MINI SUPERLEGGERA (2014)

Elfin Touring-bodied roadster is making the jump from show pony to real life

and that it doesn't need a posse of design studio underlings to make it move. It's powered by an eBoost hybrid six-cylinder and the CSL Hommage also runs i8-alike hybrid all-wheel-drive trickery.

The answer, then, is clear. BMW needs to introduce a new one-make race series, and homologate a few hundred CSLs for road duty. If necessary, we'll change our name to Hans or Dieter by deed poll.





Ooh, is that the new Golf GTI?

No. That's the Golf GTE Sport Concept, unveiled at the Wörthersee tuner meet as a gift to the VW Group's baseball-capped enthusiasts. Under its bonnet sits the 1.6-litre turbo four from VW's Polo world rally car, making just short of 300bhp. That's supplemented by a pair of electric motors, one on either axle. Combined, they produce 395bhp and 495lb ft of torque, making this 4WD Golf capable of 0-62mph in 4.3 seconds, and 174mph.

Sounds fruity. Can I buy it?

Nope. Like that deranged W16 Golf from Wörthersee in 2007, it's strictly a concept, a caricature of the future of fast Golfs. Beyond the styling, it's a bid to accustom us to the idea of hybrid hot hatches.

Can't you already buy a hybrid hot Golf?

True, VW now offers the Golf GTE, with a 1.4-litre TSI and e-motor returning a combined 201bhp. But that is, in truth, more warm hatch than full-on hot hatch. If you want proper Golf-shaped thrills, you'll need one of VW's many other offerings. Remind me.

Whereas, once upon a time, you could buy just one proper fast Golf in the shape of the GTI, now VW offers a plethora of Golfy hot hatches: the 217bhp GTI in three-door, five-door or cabrio flavour, the 227bhp GTI Performance Pack and the 295bhp Golf R – available in hatch or estate form, of course.

Phew. Is that the lot?

Oh no. At the Wörthersee show, Volkswagen also revealed the Golf GTI Clubsport, effectively a hopped-up GTI with 261bhp courtesy of that familiar 2.0-litre turbo petrol engine. The Clubsport, it has been confirmed, will launch in early 2016 to do battle with the Megane RS, Seat Leon Cupra and the rest of the 250bhp-plus FWD hot-hatch crowd.

Is that the lot?

Oh no. Some time in 2016, VW looks likely to add to its Golf line-up the R400 (below), the production version of last year's Beijing concept. That car made 395bhp (400PS) from a 2.0-litre turbo, feeding all four wheels, as in the Golf R. **That's more power than an Audi RS3.** A whole lot more. The future may be an uncertain place, but we can say this much for sure: it won't be short of fast Golfs.

THE GOLF CLUB



GTI
The original hot Golf.
217bhp, FWD, shameless
retro touches abound



GTE
A hot(ish) hybrid. 1.4 TSI
+ e-motor = 201bhp and
0-62mph in 7.6secs



GTI Clubsport 261bhp, FWD, wants to punch the Megane RS in the face. Arrives next year



295bhp, 4WD. Civilised, heinous-fast, one of our very favourite hot hatches

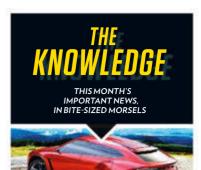


R400Likely to land in 2016.
Likely to pack at least
395bhp. Possibly more



Intelligent adaptive headlights are on the options list, along with Vauxhall's new IntelliLink infotainment set-up. Compatible with Android and Apple smartphones, it'll beam your many apps to the eight-inch touchscreen through the miracle of technology/witchcraft. The Astra also gets GM's OnStar help, a faintly scary sounding "service assistant" that's on hand 24/7 to deal with your many and varied queries. It even knows if you've had a crash, and can automatically dispatch the emergency services to hose you off the road. More cheerily, OnStar turns your Astra into a mobile 4G hotspot.

All very smart, and the Astra should be a tidy steer too. Our man Paul Horrell has had a cheeky prototype drive, and reports the Astra felt "well-planted, quiet and eager". Much like the Ford Focus to drive, PH reckons. Rarely a bad thing, that...



The Lambo SUV lands in 2018

4x4 crossover will be built in Italy, with Lamborghini predicting 3,000 sales a year. Expect turbo or hybrid power. Possibly both. "We have a responsibility to create something unexpected," says boss Winkelmann



Mitsuoka's stretched MX-5 costs £54k

Japan's weirdest purveyor of retro gets its hands on Mazda's tiny roadster, makes it much longer. And uglier. And no more powerful. As literally no sensible human will ever ask: this, or a Porsche Cayman?



Audi must make this 592bhp racing TT

Clubsport concept uses 2.5-litre five-cylinder from the RS3, with electronic bi-turbo for R8-rivalling power output. And it's got a proper manual 'box. Top speed? 193mph. Odds of production? Slim indeed



Zagato's Mostro is beautifully weird

Inimitable Italian design house unveils V8-powered, RWD, carbon-fibre, big-bummed coupe inspired by 1957's Maserati 450 S. Just five will be built. They're all sold. You couldn't have afforded one anyhow. Sorry

wheelbase. Despite the shrinkage, Vauxhall claims

weight-saving steel, aiding a drop of at least 120kg

for every model in the range. The bodyshell alone

has been shorn of nearly 80kg. That's a stout human.

Which means more go for your horsepower.

There's a new 1.4-litre turbo petrol making 145bhp,

and - as further evidence of Vauxhall's hearty

embrace of this whole 'downsizing' shebang -

the 1.0-litre three-cylinder from the new Corsa.

Elsewhere, there's a 1.6-litre petrol, or a bunch of

there's more space inside. The all-but-all-new

platform is made predominantly of advanced,



Only lasted three years.

Still the classic shape

Impact bumper ahoy!

Later cars outsell Stang

ack in 1967, the Chevrolet Camaro took aim at the Ford Mustang and kicked off a pony-car war that's lasted, so far, for nearly half a century. And somewhat inevitably – given the Stang has recently been revamped - the Camaro's sixth-gen response is much in the same vein: a car that's considerably lighter, better-looking and very much more sophisticated.

Outside, it's still recognisably a modern Camaro, with a wide, deep grille topped by squinty, aggressive headlights, while its defined haunches and stubby bottom accentuate the RWD layout. All-new, mind, and a noticeably bulkier-looking shape, even though it's actually marginally shorter, narrower and lower than the car it replaces.

But the visual heft disguises some decent paring back of the oily bits. All Camaros have lost at least 90kg thanks to a lighter basic structure, lighter suspension (including an entirely new five-link independent rear set-up) and judicious use of other dietary tweaks - even the roof is "lazer-brazed"

instead of spot-welded to save half a kilo high up in the car's C of G. It's stiffer than it ever was too – 28 per cent more rigid than the outgoing car - which means a suite of new engines have a more efficient base from which to work.

Those motors include the usual V6 variant (3.6, nat-asp. 335bhp, 284lb ft), a 6.2-litre V8 SS with 455bhp, 455lb ft and cylinder shut-down tech, but, for the first time, there's a new 2.0 turbocharged four-pot, with 275bhp and 295lb ft, capable of high-20s mpg and 0-60mph in under six seconds. All come with a 6spd manual, with an 8spd auto as an option.

There's plenty of new tech, too. The interior is much improved, now featuring an eight-inch central screen, revised driver-focused instrument clusters and a new Drive Mode Selector that can massage throttle, exhaust sound, launch and traction control and the effects of the optional Magnetic Ride Control. The best bit? As with the new Mustang, we'll also see "official" Camaros here in the UK early next year, albeit in left-hand drive only. Prices will be announced nearer launch.



Early cars got dire 4cyl. 5.0-litre V8 had 145bhp!

Chevy nails retro look. Shifts 500.000 units

Basically a heavy facelift. Sales stagnate. GM kills it

NEWS



ECONOMY FIGURES

Forget what you think you know about mpg...

are the only figures they're allowed to quote.

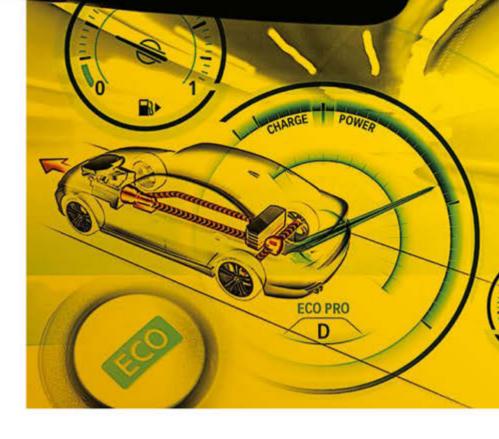
consumption. Sadly, everything you know is either wrong, or unknowable. Here are 10 great economy myths.

1. Manufacturers make exaggerated economy claims. It's not their claims. The tests are conducted in independent labs, to a Government-mandated drive cycle. Those

hile choosing your next car, you think

(or think you ought to think) about fuel

- 2. It's an independent test, so the manufacturers can't cheat. Depends on how you define 'cheat'. It's gaming the system, but it's allowed. Mostly, they set up their powertrains to do well at test speeds not real speeds, and test them with the Eco button pressed, making the car so sluggish no one would use it that way. Plus they can accumulate all the little test tolerances in their favour. And they test with tyres pumped dangerously hard.
- **3.** The official tests are at least mimicking the real world urban and extra-urban driving. Not the real world we live in. The acceleration is so preposterously gentle and the speeds so glacial, you and I will never drive like that. Also the test doesn't have any element of motorway-type driving. Think you mostly drive in town? Think again. Say you drive an hour in London, then just half an hour on the motorway. You just did 10 urban miles and 40 motorway miles, so the motorway bit is what matters.
- **4.** The CO_2 result is separate. Nope. The CO_2 is proportional to the fuel used although there are two different constants of multiplication, one for petrol and one for diesel. The test doesn't even measure consumption. It measures the gases in the exhaust and calculates consumption from there. So your actual CO_2 output is worse than the official rating. The rated CO_2 figure matters because it affects VED and company car tax. Real fuel consumption matters because you have to buy the stuff. Real CO_2 and consumption matter to resource depletion and climate change. (For completeness, note: at or near full throttle and outside the test cycle, proportionality breaks down because many turbo engines are programmed to throw extra fuel into the cylinders to cool the pistons, which just washes out of the exhaust.)



"Carmakers set up their powertrains to do well at test speeds not real speeds" **5. Small turbo petrol engines are much more economical than equivalent-power unblown big ones.** Hardly. They do well in the official test because during that cycle they never come on boost. If you extract the performance they're capable of, consumption plummets towards that of the naturally aspirated engines of a few years ago.

6. Hybrid powertrains are economical. Not on the motorway, where there's no recuperation to speak of, so they don't do especially better than anything else.

- 7. Plug-in hybrids are sensationally economical. Don't make me laugh. They take the same unrealistic test all cars go through, but with the added wrinkle that they're allowed to deplete their battery. That electricity isn't stated, so they're driving partly on 'free' energy. If you plug in your hybrid after every short trip, fair enough. But beyond the 15-ish miles of electric range, it will just act like any other hybrid, or worse.
- **8.** Congestion is the enemy of economy. Not on the motorway. You'll probably get half as far again on a gallon if your speedo says 55mph on a busy but free-moving motorway, compared with the 80mph you'd otherwise choose. For instance, that's 60mpg versus 40mpg. And the gradient for small turbo petrols is steepest of all.
- 9. You can get the truth from those websites where people submit their own mpg. You really believe anonymous internet posters? You don't know how they drive, or whether they're submitting their (usually optimistic) trip computer figure or a real number calculated from recording fuel fills and corrected odometer readings. Or if they've got a grudge, or work for rival manufacturers.

10. In normal driving, all petrol superminis do 40mpg and all diesel superminis do 50mpg. All mid-size hatchbacks are 5mpg worse than that, bigger cars another 5mpg down.

Subtract 5mpg for hot hatches. Crossovers

are 5–10mpg worse than cars the same size. All supercars return about 15mpg, except for 911s which do 25mpg. This is actually true.

For true mpg, basically halve the stated figure...







his is Mario Hurtado, Head of Passive Safety for SEAT, the man responsible for making the Spanish firm's cars ever safer – inside and out – for the past 26 years. He is enormously proud of what he has achieved in that time.

In every way, the motoring world is a much safer place than when Mario created his department – back in 1989 – and every new SEAT that leaves the factory these days does so with a EuroNCAP five star safety rating, the maximum award possible.

Under Hurtardo's stewardship, SEAT has earned a reputation for producing cars that offer some of the highest levels of passenger safety although this is not what gives Mario his greatest satisfaction. "Our real achievements are the advances we have made in pedestrian safety," he explains, "using ever more advanced materials and new manufacturing techniques to produce cars that significantly reduce the risk of serious injury to those on foot. Behind the front bumper and bonnet – for example - is a very carefully-designed energyabsorption zone, comprising a range of foams of differing densities, all of which help reduce the force of an impact."

Inside the car or out, Marios work is concentrated around the pursuit of passive safety, the devices that will protect you in the event of an accident – seat belts, and airbags, for example, (as opposed to active safety features that may help you avoid an accident in the first place, such as the brakes).

Hurtado's job is all about testing. And then more testing. As part of the development of any new model, as many as 120 different examples will be destroyed, just as part of a single passive safety R&D programme. These programmes begin at the earliest stages of the design process, when a car is little more than a sketch or a

CAD drawing, but once a pre-production model exists, Mario's team systematically sets about destroying it. "The tests we conduct have reduced the probability of serious injury in an accident to 20%," declares Mario, a sobering illustration of the significance of the work his department undertakes. "Every test is calculated down to the last millimetre, using ultra-precise technical calibration and advanced instrumentation." The range of these tests is extensive: from low- and high-speed impact studies (up to speeds of 64 kph) to seatbelt activation; collapsing roof and doors structures to absorption measurement and component fatigue analysis. "We launch different impact elements against the

car, from the front, the side and the rear,

mimicking the effects these impacts would

have on different parts of the human body,

Which brings us neatly onto the subject

such as the leg, your hip or your head."

of Mario's friends – his biomechanical

friends, better known as crash test

dummies. Hurtado has lost count of

the number of these almost mythical

his 26 years. They ask for nothing,

never act up, and just quietly

get on with making a major

silent assistants he has worked with in

contribution to continual improvements in automotive safety. And Mario hangs out with them all the time.

"Modern crash test dummies are much more realistic than ever before," he explains, "and they are still very important to the process. Without them, we cannot understand the way the human form behaves in an impact. Their mass and weight are very similar to the human body these days."

Whether or not Mario counts the dummies among the head count of people who work on his passive safety team is not known, but what is clear is that Mario sees his department as a family. Even after all these years, he remains totally in touch with every aspect of his department's work, day and night. Different tests are conducted in different parts of the world, on an almost daily basis, and aside from new prototype development, there is always a new component or a face-lifted model to be tested.

Mario is famous for demanding to be called – even if he is at home, asleep – to hear the results of a latest test. His commitment to the cause is impressive and he is never short of a quip to illustrate the part he feels he has played in making SEAT cars safer. "My father, brother and sister are all doctors," he explains, "and they have all said to me many times, Mario: you have probably saved more lives than us."

It's a recollection that puts a broad smile on this proud man's face, and yet it is still the 'next thing' that excites 62-year-old Mario the most. "Our ambition is to design a vehicle equipped with accident-detection systems that can change the speed and direction of a car without input from the driver. A real 'smart' car, designed to avoid accidents completely in the future."

With Mario's relentless commitment to the cause, who would bet against that future that happening some time soon.





WATCH THE VIDEO & WIN AN **EXCLUSIVE** TRIP TO BARCELONA

Do not miss this unique opportunity to win a genuine 'money-can't-buy' experience! You and a friend could be heading off on a three night, 5* trip to Barcelona, including €1,000 spending money and your own SEAT Leon Cupra waiting at the airport.

And SEAT have saved the best bit until last: you will also enjoy an exclusive day of personal tuition - in the Leon Cupra -at a test circuit, just outside Barcelona. What better way to find out what makes the Leon Cupra such a record-breaking hot hatch?

Visit topgearpromo.com/seatheroes NOW to enter!



SERT

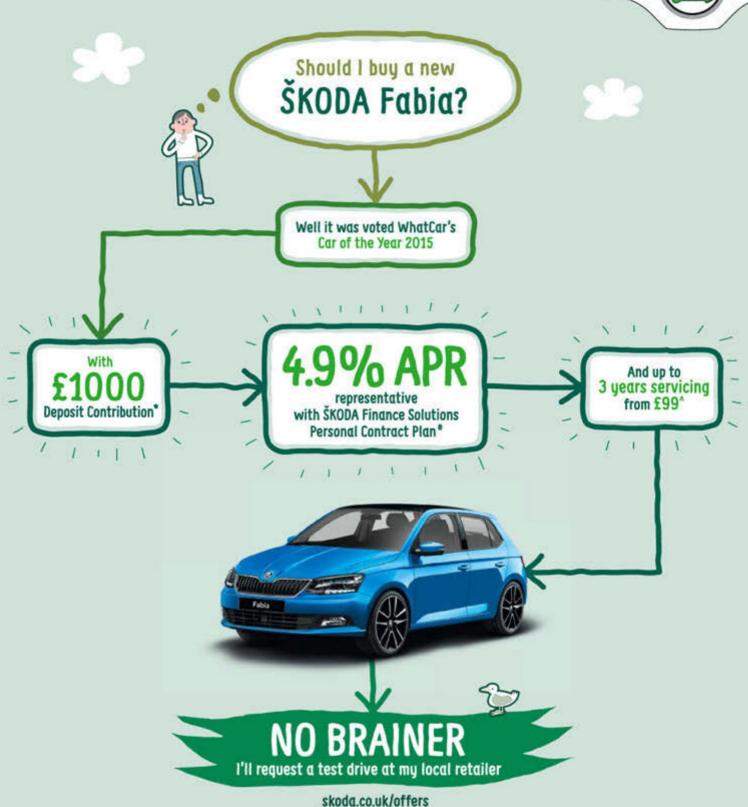
NEXT MONTH: ADRIAN MATEO Why the sound of SEAT is no accident













"At the end of the agreement there are three options: i) retain the vehicle: pay the optional final payment to own the vehicle; ii) return the vehicle; or iii) replace: part exchange the vehicle, subject to status.

exchange the vehicle, subject to status.

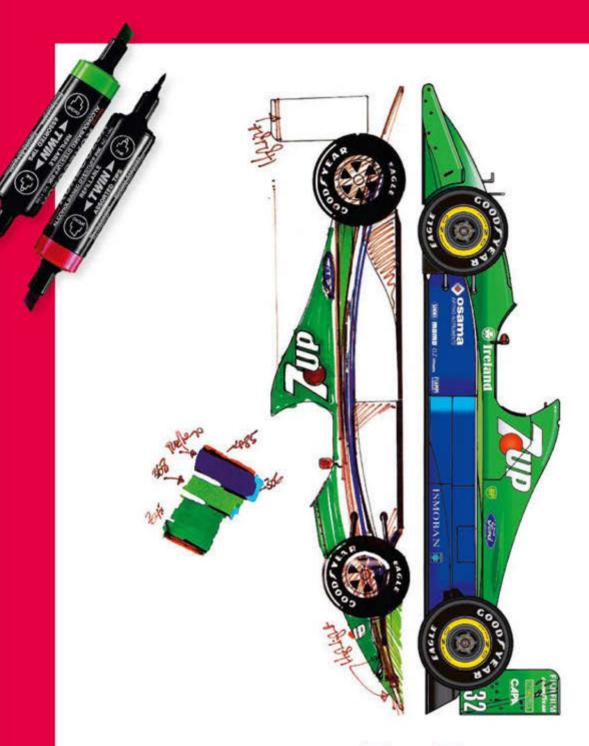
Model shown is SKOOA Fabia Hatch SE LLO MPI 75PS at £13,610 OTR, with optional Race Blue metallic paint at £535, 17" Savio metallic black accessory alloy wheels at £800, Pabia Hatch SE LLO MPI 75PS at £13,610 OTR, with optional Race Blue metallic paint at £535, 17" Savio metallic black accessory alloy wheels at £800, Pabia Hatch stock cars when purchased on a Solutions Personal Contract Plan for new Fabia Hatch based on a 36 month, 30,000 mile agreement and excludes any Factory ordered vehicles. Retail Sales only, Offer available for vehicles ordered by 30 june 2015 from participating retailers. Further charges may be payable if vehicle is returned. "Up to 3 years/10,000 miles per annum (whichever comes first) when purchased on Solutions Personal Contract Plan, Excess mileage charges of 4.4p per mile apply, Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Available to 18's and over. Subject to availability, Finance subject to status. Terms and conditions apply. Accurate at time of publication 06/2015, Freepost SKOOA Finance.

Official fuel consumption for the Fabia range in mpg (litres/100km); Urban 46.3 (6.1) - 68.9 (4.1); Extra urban 67.3 (4.2) - 83.1 (3.4); Combined 58.9 (4.8) - 78.6 (3.6), CO₂ Range 110 - 93 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

STORIES FROM OUR WEIRD WORLD, WITH ADDED BITS FROM THE TELLY BOYS

EDITED BY DAN READ







THE STORY OF RACING STRIPES

WORDS: DAN READ / ILLUSTRATIONS: IAN HUTCHINSON

В

efore grand prix racing was known as grand prix racing, there was the Gordon Bennett cup. It was nation against nation, and each car sported its country's colours. With red, white and blue already

taken, Britain needed something else. The problem was solved in 1903 when it was our turn to host the Cup. But with motorsport banned in the UK, the event was actually held in Ireland, where – as a mark of respect to the hosts – the British team painted their cars in shamrock green.

Irish Racing Green. By rights, that's what we should have called it. But, despite its roots, it became the iconic uniform of British racing cars from that day forward, albeit in various shades of olive, emerald and moss. And it would remain that way for another 60 years or so, before simple national colours and big, simple race numbers were replaced by more complex designs, when corporate sponsorship arrived in Formula One for the first time.

That happened in 1968, when the Lotus 49 turned up in Monaco wearing the red and white of Gold Leaf tobacco. Thanks to a perfect concoction of rising costs, growing audiences and rich sponsors, this caught on in a big way, and grand prix cars became

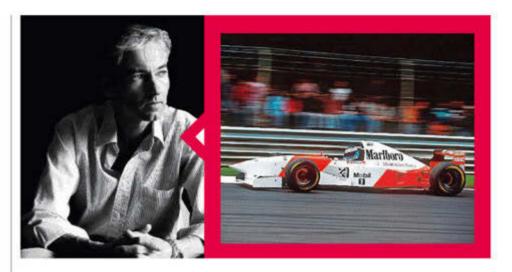
"Grand prix cars became rolling billboards for fags, booze and petrol"

rolling billboards for fags, booze and petrol. This might have upset keen moralists – ultimately the cigarette ads were banned – but, like it or not, they gave us some of the best paintjobs, from Marlboro McLarens to Lucky Strike Hondas.

Meanwhile, Le Mans had its Silk Cut Jags, Rothmans Porsches, and who could forget the blue and orange of Gulf Oil? You don't need images to picture the iconic machines and the colours they carried. Sometimes they defined entire eras and became virtually inseparable from the cars and drivers they decorated. Sometimes they were one-offs that were more successful than the car. And for every great one, there was an artistic atrocity.

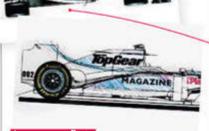
So how hard can it be? Is it some mysterious and arcane art, or simply colouring-in for grown-ups? To find out, we shall now attempt to design our own. Or rather, we've asked someone else to do it. His name is Ian Hutchinson and he's the man responsible for some of the most legendary liveries of the Eighties and Nineties, including the 7Up Jordan 191, some Marlboro McLarens, and every Mild Seven Benetton or Renault. He was also the man behind those Le Mans-winning Silk Cut Jags.

"At one time, I was working for several of the teams on the F1 grid," he says. "This was a time before massive secrecy, before in-house graphic departments,



Ian Hutchinson contemplates his trickiest livery yet...









when teams trusted outside agents with blueprints and car designs. So I often knew the design and shape of the car well before the first race. If not, I'd buy a scale model of the previous season's car – back then, the car's basic shape didn't change that much. This would give me my outline, like the border of a jigsaw puzzle."

This was a time before computers helped out, when pencils and paint brushes ruled. As Ian puts it, design went from "head to hand", rather than through a motherboard. It was also a time when F1 cars were generally simpler and prettier than they are today, which made a livery guru's job much easier. But the principles are still the same: give the paying sponsor maximum visual impact and make the machine look mean and lean. Using a generic car, some *TopGear* logos and fictional sponsors, we shall now demonstrate – with some help from Ian – how it's done...

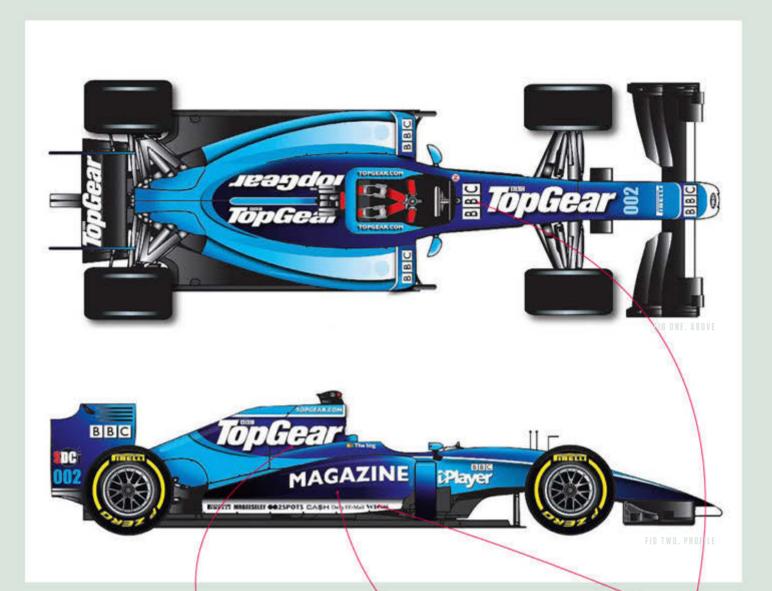
STEP1 Logo placement

A racing car isn't simply a blank canvas, and you don't start with a beautiful livery into which you slap sponsor logos. In fact, you actually work the other way around, by placing the logos in their contracted positions and going from there. Then there are regulations to consider – each car must carry a race number, the manufacturer's badge, the driver's name and national flag and so on, though they can be ghosted and reduced in size, as far as the rules allow.

STEP 2 Bodylining

Once that's done, you can work on **creating shapes** and lines around the rest of the elements. The idea is to create movement even when the car is stationary – flowing and wavy horizontal lines will visually lower the car and create a sense of speed, whereas vertical ones will stop it dead*. As a general rule, you should follow the lines of the car – aerodynamic shapes are naturally beautiful, so don't fight them. As F1 cars become uglier, this gets harder, especially when a car's shape changes race-by-race – hence the need for in-house graphic departments, as opposed to external suppliers who might leak sensitive information.





IT MIGHT LOOK ODD ON PAPER, BUT Wait Until You See It on Telly At 200MPH

STEP 3 Brand identity

What looks good on a fag packet might look wrong as it passes by at 200mph on a sidepod, especially to the television cameras, and corporate branding guidelines seldom consider how a logo might look once stuck to a car and beamed around the world at racing speed. However, to gain additional seconds of brand recognition, and therefore create happy sponsors who cough up again next season, there are certain visual tricks you can use without losing the core identity of the sponsor.

ST



1993 Williams FW15C

1968

Lotus 49B

STEP 4 Optical illusions

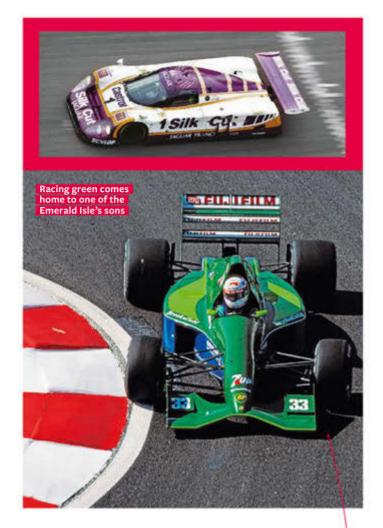
It might seem like an obvious one, but back in the day – Ian's technique of adding a drop shadow was a revolutionary trick that helped a logo to float off the car, rather than being absorbed into the background. Adding a 'keyline' – a solid border around the letters – also helps it to stand out, as does filling in negative spaces with a block fill. But the most difficult one for a big brand to accept is when a designer distorts a logo completely...

STEP 5 Warp speed

If you were to whack a standard logo on a curvy car, it might get lost in the folds and bulges. To make it appear correct, it must be stretched in weird ways to fit the curvature of the car. If you were to lay the sticker flat, away from the car, it might swell in the middle or taper at the end, but once applied to the car it looks correct and familiar. Same deal for artwork on the nose from above it looks elongated, but viewed head on it's fine, like a 'SLOW' sign painted on the road. It might look odd on paper, or even from two feet away, but what you see in reality is not what you get on TV. Once upon a time, teams would even hold livery test days, when cars would do laps in front of cameras with pit stops for new paintjobs to decide which worked best.

STEP 6 Colouring in

Now for the fun bit – it's time to add some colour. Every big brand has a set of identity guidelines that includes *specific Pantone references* – we've



"What looks good on a fag packet might look wrong as it passes by at 200mph"

gone for the *TopGear* blues, but it could just as easily be Marlboro's 'rocket red'. The challenge is to carefully integrate them into the bodylines and around the logos, perhaps just using a few approved shades rather than attempting to use them all in a hideous rainbow. Using white also helps to reduce visual weight, makes the car look lower, and – in the case of the white strip on our car – it's a handy canvas for the *smaller sponsors*.

STEP 7 The Taste police

Colour will always cause controversy, but the teams' and designers' hands are often tied, as they can't control the corporate tones that define their car. Unless of course you're *Eddie Jordan*. When he entered F1 in 1989 he was determined to have a green car to represent the colours of his homeland, so, as Ian attests, Eddie approached every major corporate with an appropriate identity until he found a sponsor. That's how the **7Up** car came about, and it made sure Irish Racing Green finally had its day...



THE BEST, THE WORST & THE WRITEDEST

WHEN LIVERIES ARE GOOD, THEY'RE WONDERFUL. BUT THEN THERE ARE THE OTHER ONES THAT ARE ALL TOO MEMORABLE.

BEST



1968 Lotus 49B



1977 Brabham BT45B



1986 Lotus 98T



1990 McLaren MP4/5<u>B</u>



1993 Williams FW15C



2000 Jaguar R1

WORST



1979 Shad<u>ow DN9</u>



1992 Brabham BT60



1993 Ligier JS39



1993 Pacific PRO1



1994 Footwork F<u>A15</u>



2007 Renault R27

WEIRDEST



1976 Hesketh 308D



1999 BAR 01



2005 Red Bull RB1 (Monaco)



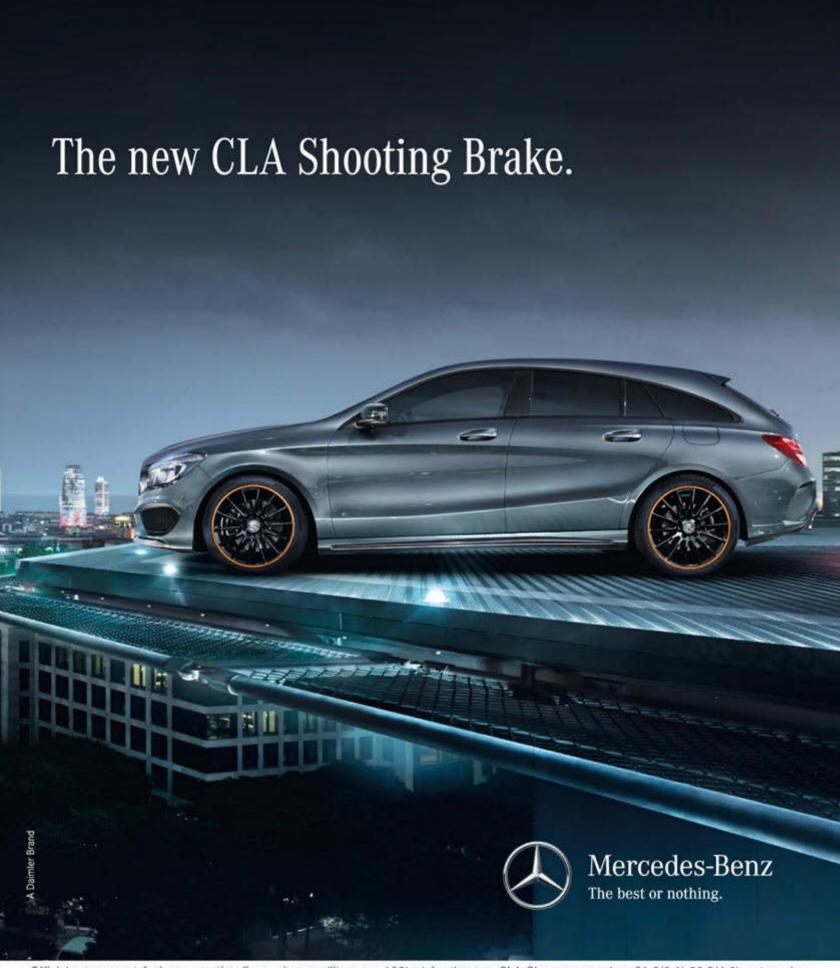
2007 Honda <u>RA107</u>



2012 Red Bull RB8 (Silverstone)



2015 Lotus Mad Max



Official government fuel consumption figures in mpg (litres per 100km) for the new CLA-Class range: urban 31.0(9.1)-58.9(4.8), extra urban 47.9(5.9)-78.5(3.6), combined 39.8(7.1)-68.9(4.1). CO₂ emissions 165-105 g/km. Official EU-regulated test data are provided for comparison purposes and actual performance will depend on driving style, road conditions and other non-technical factors. The new CLA Shooting Brake range starts from £25,755 on-the-road. Model featured is a CLA 220 CDI OrangeArt Shooting Brake at £37,015 on-the-road including optional Intelligent Light System at £570, metallic paint at £660 and panoramic sliding sunroof at £960 (on-the-road price includes VAT, delivery, 12 months' Road Fund Licence, number plates, first registration fee and fuel). Some combinations of features/options may not be available. Please contact your local Retailer for availability. Prices correct at time of print (05/15).





Dear Uncle TG

I was in Belgium recently and saw a weird-looking saloon version of the Renault Clio. Why do they have such a thing?

Pete, by email

Have you ever tried traditional Belgian beer? It does peculiar things to your brain. Next thing you know, you're demanding a weird-looking saloon version of the Renault Clio. Or falling over on some cobbles into a puddle of your own sick.

Dear Uncle TG

I'm thinking of buying a 1983 Alfa Romeo Spider. Am I mad?

Fran. by email

The purchase of a small Italian roadster isn't usually considered a reliable indicator of psychiatric disorder. If you'd said, "I'm thinking of throwing an occasional table at a policeman and then shouting 'WEASEL BUTTER' into a wheelie bin. Am I mad?" then I would have said yes. It's certainly what got my Great Uncle Tirenius locked away.

Dear Uncle TG

I'm trying to sell my immaculate Focus Zetec but I haven't had any interest at all. What's wrong with my car?

Fred, by email

It's not the car, it's you.

Dear Uncle TG

Is there any way of finding out what has happened to an old car? I sold my



EMAIL **US YOUR QUERIES** FOR UNCLE TG...

askuncletopgear @bbctopgear magazine.com

work well. Be sensible

Vauxhall Chevette in 1989 and have always wondered where it is now.

Clare. Wiltshire

I would say the most likely answer is, "crushed into dust". I really wouldn't worry about it, unless you've just remembered that you left your spare house keys in the glovebox.

Dear Uncle TG

My Range Rover was stolen from outside my house by thieves who got in using a cloned key. Have you heard of this happening before?

RF, London

No, but if I heard it happening, rest assured I would ring the police just as soon as I found my glasses.

Dear Uncle TG

I'm looking at getting a Jaguar XE as my next company car, but the range confuses me. What's the difference between an XE Prestige and an XE R-Sport?

Rob, by email

The spelling.

Dear Uncle TG

Just a quick one: is it illegal not to have a spare wheel?

Jay, Handforth

In your car, no. As a scantily clad lady of a certain age on a night out in Sunderland, empirical evidence would suggest that the answer is ves.

This isn't the first time NASA's made a tiltwing. In 1957 it successfully tested a manned one nown as the Vertol VZ

FLYING TRANSFORMER MIGHT TAKE OVER THE WORLD



What's this?

It's a transformer drone – half helicopter, half plane, and 100 per cent terrifying. It has four rotors on each wing plus two on the tail, and it's flown by a man with a remote control.

What does it do?

The GL-10 - known as Greased Lightning - combines the vertical takeoff and hovering talents of a helicopter with the long-range, high-speed cruising ability of a plane.

How does it do that?

The wing rotates, pointing the rotors upwards for a chopper-style take-off. Once up, it pivots forwards so the rotors become propellers and it flies along like any turboprop aircraft.

Sounds simple!

There's a reason you don't see many aircraft with this sort of system: it's bloody difficult to get right. NASA admits it lost several expensive prototypes due to "hard landings".

Why's it so tricky?

Unlike 'tiltrotors', where only the props rotate while the wing stays fixed, a tiltwing is harder to keep stable in the transition from hover to forward flight, often with crashy consequences.

What's the point?

It has various potential uses, from delivering small packages to long-range surveillance, crop spraying, mapping and - once scaled up - even carrying human passengers.



ENGINE

(4 per wing, 2 on tail)

FUSELAGE

Carbon fibre

WINGSPAN

WEIGHT

PLANET TG / #005

RIVALS: BXOTICA

THREE OTHER WEIRD WAYS TO TAKE TO THE SKIES



1. Bell Boeing V-22 Osprey It's a tiltrotor, not a tiltwing. Still cool



2. Amazon Prime Air Might put your postie out of a job



3. General Atomics MQ-1 Predator America's UAV is armed and dangerous



60 3NJOY THE NEW MG6

The new MG6 really is an MG to shout about. It is our best MG6 yet, at just a fraction of the price. Starting from just £13,995, the all-new MG6 comes equipped with incredible value, LED daytime running lights, 16" Alloys, easy air conditioning and one of the largest interiors in its class as standard. There has never been a better time to go large, so why not test drive the new MG6 today?

Or from £8,399, the MG3 has lots of exciting extras including distinctive LED daytime running lights and USB/AUX input. With over one million personalised combinations to discover, you really will get more MG for your money.



MG3 From £8,399

DRIVE IT NOW FROM ONLY £ 13,995

GET MORE MG FOR YOUR MONEY. Go find your dealer at mg.co.uk

NEW MG6 Fuel Consumption mpg (I/100km): Urban: 52.3 (5.4), Extra Urban: 68.8 (4.1), Combined: 61.4 (4.6) CO2 Emissions 119 g/km. MG3 Fuel consumption mpg (I/100km): Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined: 48.7 (5.8), CO2 Emissions 136 g/km.

Models shown — NEW MG6 DTi-TECHTL in Passion Red at £17,995. MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £13,995 applies to the MG6 S. On the road (OTR) prices include/VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months 'Vehicle Excise Duty. "From" prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption: values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. For more information on MG3 and MG6 please visit mg.co.uk

A VOICE OF REASON IN THE LAND OF THE FREE **PART 12: CUPHOLDERS**

PLANET / ONLY IN AMERICA

W

hat's the US's obsession with cupholders all about?

The most recent figures show that a third of all food eaten by Americans is consumed while they are away from

home, most likely in or near their cars. So it should come as no surprise to discover that the humble – and the now not so humble – cupholders were a US invention. After driving, if there's one thing Americans like to do, it's eat. And they are seemingly not that bothered what, as long as it comes with a side of fries and a cola.

But why the US and not anywhere else?

Originally just one or more indents on the folded-down lid of the glovebox, intended to be used when the car wasn't moving, the designs quickly evolved in post-war America thanks to the explosion in the number of drive-in restaurants. While at the burger bar, a tray would be clipped to the side windows to hold the greasy morsels and gloopy-thick shake. But a problem arose when it was time to leave: there was nowhere in the car to store the unfinished bottomless cup or can.

So it was the fast food industry's fault?

Largely, yes. But there's more to it than that. Adding to the urge for drink storage space was the nation's growing commutes, which used up time that had previously been used for, among other things, drinking coffee. So people just did the logical thing and took the coffee with them. At first, most people used cups with weighted bases, which were probably fine in the Hydramatically squishy cars of the day. But then the aftermarket got in on the act, and clip-on and permanent holders started appearing.

It must have been more than that, though?

Yes, it was another invention that really sealed the deal. The invention of the ring-pull can top in 1962. From this



point on, pretty much all US-produced cars were fitted with one or more cupholders – much to the derision of us twisty-road, hard-driving Europeans, who viewed the very idea of a drink holder to be a sign of weakness and poor (read: slow) driving style. And heaven help any car that didn't. Jaguar had major problems with customer complaints right up to the early 2000s, just because it didn't fit enough of the right-sized drink holders.

I'll bet the reinvention of the minivan in the Eighties also made a difference.

It did – a huge one. Instead of being a couple of drink stands in the front of the car, every seat had at least one, if not two, cupholders within easy, greasy-handed grasp. Thanks to the supersizing phenomenon, portion sizes

"We Europeans viewed drink holders as a sign of weakness"

started to inflate wildly, along with the girth of the consumer and the diameter of fast-food drink containers.

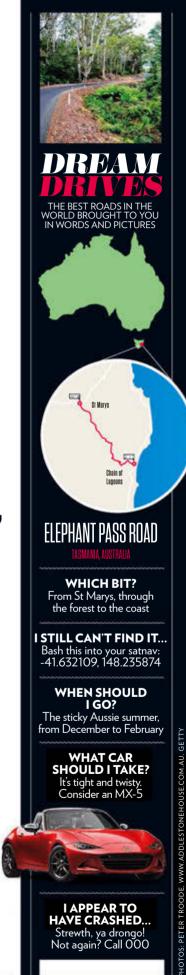
How did that affect the design of the cars?

Cupholders started to become a problem for the carmakers. When Volvo was designing the first XC90, the design crew found that, if they tried to design in enough space for two Big Gulp cups in the front console, it would have made the car so wide it would not have been able to fit down the production line.

There must be some positives?

In trying to preserve precious cabin space, the world's carmakers have produced some fabulous designs of highly articulated cupholder. Just take a look at those in any Porsche Boxster, Cayman or 911. A thin sliver of glovebox folds down to reveal a flat tray that emerges smoothly to cradle your drinks. And as an added bonus it keeps them warm or cold by being in direct line of the dash AC vent. It's a genius piece of engineering.

Are there any cars that still don't have cupholders? Only Lamborghini. Ever since 79-year-old Stella Liebeck sued McDonald's for \$2.7m (later reduced to \$640k) in 1994 – because she had spilled hot coffee on herself and got third-degree burns while in her grandson's Ford Probe – almost every car has one somewhere. So even if you look and don't see one on other cars in the US, keep looking. It'll be there somewhere.



052



"THERE'S NEVER BEEN A DRIVING DAY OUT QUITE LIKE THIS" — DAILY STAR

"THE PERFECT DAY OUT FOR ANY TOP GEAR FAN"

— THE SUNDAY TIMES

THE TOPGEAR CTEST TRACK



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You can still be the Star in a Reasonably Priced Car, and earn your own place on our celebrity leaderboard. You can see why the Follow-through earned its name, and how an Ariel Atom can reshape your face.

You can hang around a replica of the Top Gear TV studio, in the hangar you've seen many times on telly, complete with the presenters' chairs, engine block table and abundance of discarded crisp packets.

You can even re-arrange the Cool Wall, and poke your nose around some of the ambitious but rubbish creations from TGTV.

FOR MORE INFORMATION AND TO BOOK YOUR PLACE, VISIT: TOPGEARTRACKEXPERIENCE.COM

BBC







NICELY DODGED

Lucky Challenger Hellcat escapes unharmed after a tornado flattens buildings in Bridge Creek, Oklahoma



PARK & RIDE

Welsh bus company pulls advert which shows semi-naked woman holding up 'Ride me all day for £3' sign. Classy.



SWIFT JUSTICE

Man contests speeding fine. Prosecution hires Audi R8 and an airfield to prove him wrong. Man pays £11k



A FINE ROMANCE

Angry Saudi woman and her brother rack up £51,000 worth of traffic fines in her husband's car.



PICK ME UP

Council moves woman's legally parked Mazda MX-5... to a road with double yellows, then gives it parking ticket.



"Let's get a couple of things straight right off the bat: Corvettes are better than Porsches. They're quicker and they corner as well."

US Vice President Joe Biden tackles the thorny Corvette vs Porsche debate in a speech to Yale graduates.

"They put me through a lot of stress, and it was a really nice restaurant."

Audi owner is offered 'free meal' by dealer after her car is damaged on forecourt. Runs up £714.61 bill.



"If we don't have a competitive engine in the near future, then either Audi is coming or we are out.'

Red Bull motorsport advisor Helmut Marko says Red Bull could leave F1 if engine supplier Renault doesn't buck up its ideas.



EASY RIDER

Pensioner, 88, accidentally drives mobility scooter over a mile down the M1. Rescued by police



DEAD RINGERS

Mourners get separated from hearse, before following an identical one... to the wrong funeral



FREE CAR WASH

Insignia driver is chased away by police after cleaning his car by driving through citycentre fountain



SPELL CHECK

Dubai garage misspells 'Porsche' on a client's 911. Time to invest in that autocorrect machine, chaps!



STAR IN AN UNREASONABLY PRICED CAR

This month: **Andy Murray**

Car: BMW i8

Verdict: As punishment for winning the Munich Open, Andy Murray was presented with a pair of lederhosen. Thankfully, the organisers made up for that by gifting him a BMW i8

halfords

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Scratch repair



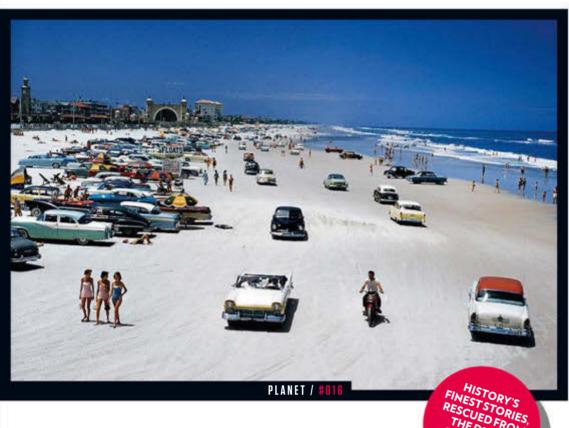
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From the TG archive

HOW UNUSUAL GEOGRAPHY LED TO MOTORING HISTORY

WORDS: DAN READ IMAGE: J. BAYLOR ROBERTS/GETTY

was Fred Marriott in his steam-powered Rocket - his 124mph run was greater than the contemporary rail-speed record and

remained the benchmark for steam-powered vehicles until 25 August 2009.

Over the next 25 years or so, the overall land-speed record would be broken many times at Daytona, and at Ormond Beach to which it's connected. In 1927 it was the place where Henry Segrave became the first human to drive at 200mph, before passing the British baton to Malcolm Campbell, who set five records on the sand.

lawful fashion.

he first speed hunters arrived in Daytona in

1902, attracted by the

long, hard-packed sands

where they could wring

out their homemade contraptions in a

First to break a land-speed record there

In 1936 it also became a place to race. The official Daytona Beach Road Course was exactly that: a half-sand, half-tarmac oval that straddled the beach and seafront, where hotels, diners and hotdog stands were sprouting as fast as the grass.

The course became the spiritual home of American stock car racing, and in 1948, Bill France founded NASCAR in Daytona. In 1957 he built the Daytona International Speedway inland from the beach course, but modelled on its layout.

With the racers on their own circuit, and with speed-record cars now far too fast for the beach - they'd moved to expansive deserts and dry lakebeds - the beach was given over to regular traffic and sunseekers, a tradition that continues to this day, despite, ironically, a 10mph limit...

NEXT MONTH: LAMBORGHINI COUNTACH SAFETY CAR



1. WHO

American people

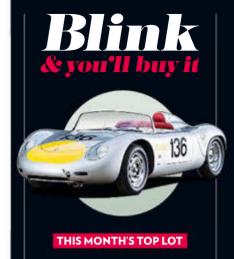
2. WHAT Driving on the beach

3. WHERE

Daytona Beach, FL

4 WHFN The Fifties





Porsche 718 RS61

ngine: 1587cc 4cyl r: 1961 26 June, Bonhams stimate: £1.7m-£2m

The Porsche Type 718 arrived in 1957, replacing and improving upon the by-then four-year-old 550 Spyder on which its design was based. Favoured by such drivers as Graham Hill and Stirling Moss, the Type 718 clocked victories at

the Type 718 clocked victories at the Nurburgring 1000km, Targa Florio and 12hrs of Sebring. This RS61 (of which just 14 were made) is owned by Moss himself. It's the car in which he contested his last-ever race, but not one he ever drove back in his glory days. It was bought new by an American, and campaigned successfully up and down the East Coast until it was semi-retired in 1963. Since its restoration, Moss bought it to use in historic events such as the Le Mans Classic after falling "in love with it all over again". Going to Goodwood? You'll see it there.



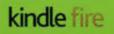




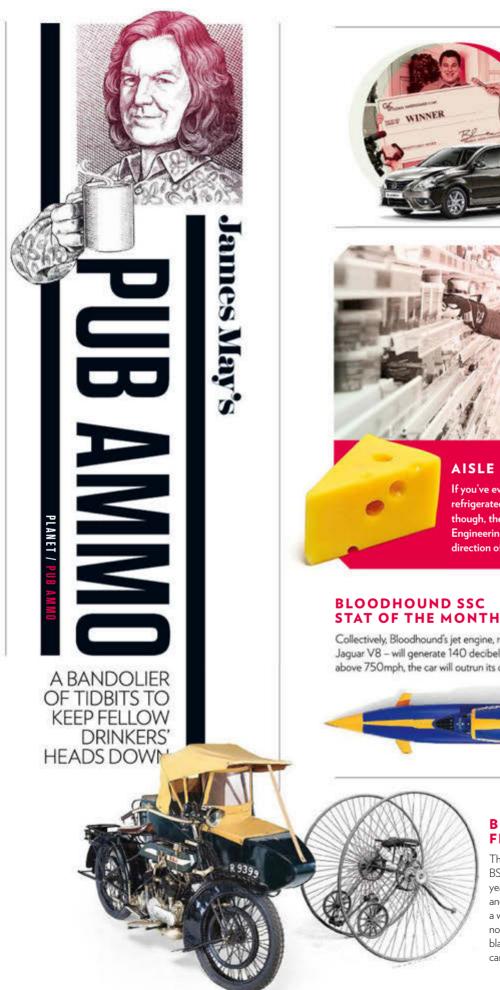


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CHINA PLATES

In Shanghai, it costs £8,000 plus taxes to buy a numberplate, and you only have a 1 in 15 chance of winning the monthly lottery that allows you to have one. That's about the same price as a locally made Nissan Sunny 1.5XE MT Comfort. A numberplate is quite appealing.



Collectively, Bloodhound's jet engine, rocket and fuel pump - which is actually a supercharged Jaquar V8 – will generate 140 decibels. This shouldn't bother Andy Green too much, because. above 750mph, the car will outrun its own sound waves.



The Birmingham Small Arms Company, better known as BSA, began life in 1861 in the city's gun quarter. Over the years it made military and sporting firearms, bicycles, buses and motorcycles and in 1910 it even acquired Daimler for a while. It's still going today - making air rifles - although it's now owned by Chinese firm Geely, maker of the modern black cab. Strange to think that all these wonderful things came from the city that gave us Richard Hammond.

FAST NEWS 1

A Japanese maglev train recently broke its own world-speed record, hitting 374mph in a test run near Mount Fuji.



FAST NEWS 2

Frenchman Eric Barone recently broke his own mountain-bike speed record, with a 138.75mph run down a ski slope.



FAST NEWS 3

Less recently – in 1976 – two Helios space probes became the fastest man-made objects ever, with top speeds of 157,078mph.



FUEL FOR THOUGHT

8,609

Operational fuel stations in the UK

In 2014 they sold

13m

tonnes of petrol

AND

15 million

tonnes of diesel, to a total of

35.89m

cars, at an average price of

128.18p

per litre of petrol

AND

133.82p

per litre of diesel

with each forecourt supplying an average of

4.170

vehicles per year

TOPGEAR TOP TIP

How to ... heel 'n' toe



- Heeling 'n' toeing is a technique used by drivers of high-performance cars, but one that is falling into disuse with the widespread adoption of 'robotic' twin-clutch gearboxes (aka 'flappy paddles').
- The problem is this: you are approaching a bend and braking hard. You dip the clutch to drop it down a cog, but to avoid a clumsy gearchange you need to blip the throttle. But you don't have any legs left.
- The answer is to heel 'n' toe. While pressing the brake with your right toe, pivot the foot so the heel can give the throttle pedal a quick poke. It relies on the pedals being nicely arranged and close enough together, or your feet being long enough. Or a bit of both.
- A bigger problem is that heeling 'n' toeing is not really possible in slippery brogues, sandals, mules, Mary Janes, platforms, beetle crushers, loafers, snorkelling flippers, winkle-pickers, chunky impact-absorbing trainers, stilettos, pit boots, or any other shoe that normal, balanced people might wear. It's only really possible in brightly coloured racing booties or ballet pumps.
- Both of these things make you look a total cock.

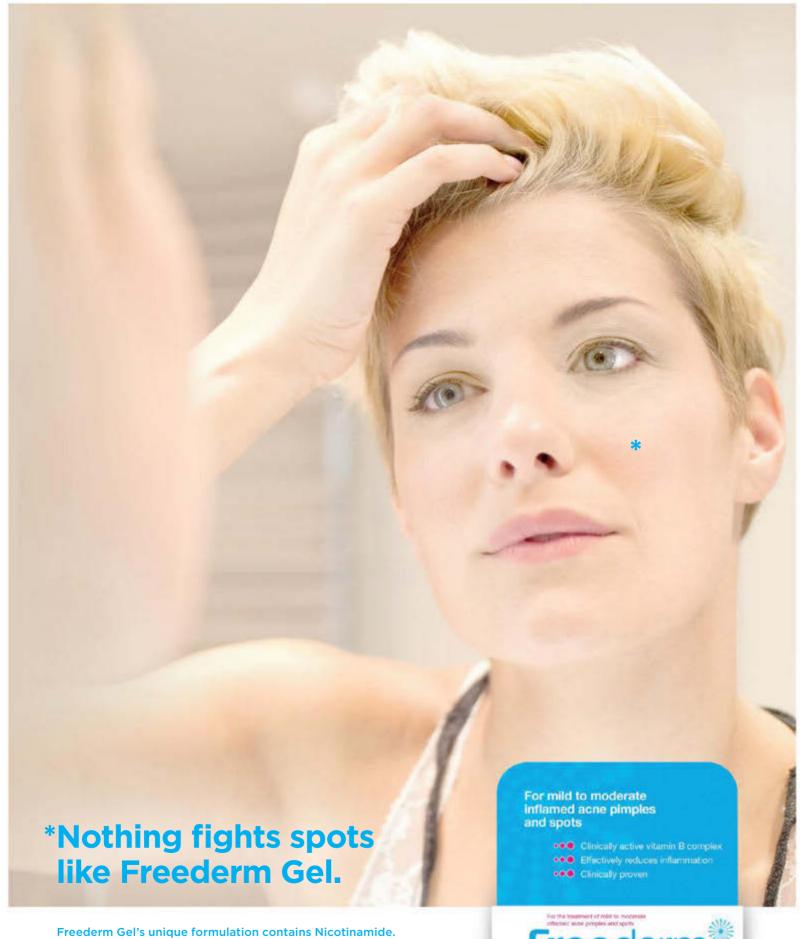
TOPGEAR TOP TIP SUPPLEMENTARY TOP TIP APPENDIX

Talk about heeling 'n' toeing down the pub, but don't actually do it.

HAS JAMES EARNED A PINT FOR THIS TOP TIP?







It targets inflamed spots and pimples to help reduce redness and spot size – and can even help stop those that are starting to form. Find it in all good pharmacies and supermarkets.

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Freederm Treatment 4% w/w gel

Contains Nicotinamide. Always read the label.

OUR CHOICE OF THIS MONTH'S TOP-SPEC STUFF

OPTIONS MOGRAPHY CARS





FILMOGRAPHY OF CARS POSTER

Bueller's Ferrari, Batmobiles, Shaguars, mobile meth labs – if they've been on your telly screen, they'll be on this poster. The artist has picked 72 star cars from 1929 to the current day, drawn each one by hand and gathered them together in one simple poster. Some are famous for their performances, others for the performers who drove them. De Niro's taxi, Doc's De Lorean and the Dukes' Dodge, these are Hollywood's finest props, and they deserve a permanent place on your wall. From \$57 (plus international shipping); calmtheham.com



GARMIN NUVICAM

It's a two-in-one dashcam and satnav, meaning you'll have fewer boxes mounted to your windscreen. It will even overlay navigation instructions on the camera view, so it can literally point you down the right road with a colourful arrow. £299.99; buy.garmin.com



CRANK BROTHERS Y16

Bicycle multitool puts a workshop in your pocket. Includes chain adjuster, spoke spanners, hex wrenches (otherwise known as Allen keys), screwdrivers and torx keys – those things with a star-shaped end that are probably useful for something. **€49.99**; crankbrothers.com



RUST-OLEUM PEEL COAT

Temporary painty plastic stuff goes on like spray paint and peels off like a sticker. So you can coat your alloy wheels in a nice shade of pink, or paint some racing stripes down your bonnet, then peel them off when you realise how ridiculous they look. £9.99; halfords.com

Trident_redefined.



THE NEW TRIDENT

C60 TRIDENT GMT 600 – Swiss made dual time watch with automatic mechanical movement, graduated rotatable ceramic (ZrO₂) bezel, arrow-headed 24 hour hand and water resistance to 60 bar/600m. Available in 38mm and 42mm case sizes, three dial/bezel combinations and four strap styles.



WATCHES

Stripes earned



ZENITH EL PRIMERO CHRONOMASTER 1969 TOUR AUTO EDITION

When it appeared in 1969, after seven years in the making the El Primero caused a commotion in the watch world. Not only was it a fist-bitingly pretty thing, but it was the first wristwatch with an automatic chronograph movement - the defining feature of any decent driver's watch. Over 40 years on, it's still going strong, having survived the threat of quartz (just) and fierce competition from Rolex and Tag Heuer. This one is a special edition created for the Tour Auto, a 1,600-mile blast through the French countryside, which explains the tongue-twisty name and slightly loud tricolour paintjob. £7,500 approx; zenith-watches.com





NOMOS METRO 38 DATUM

To kick off our trio of Germans, how about this one from Nomos? An update of an existing model, it strips away all but the most fundamental things required of a watch, leaving behind the sort of sub-zero styling the brand is known for. £2,200; nomos-glashuette.com



JUNGHANS MAX BILL **CHRONOSCOPE**

Here's another lesson in minimalism. It's called the Max Bill, after the Bauhaus master who designed the original. And like any of his creations - from buildings to typefaces - its beauty is in its unfussy simplicity. £1,500 approx; junghans.de



BRAUN BN0042

A square-faced classic from the company that also makes electric shavers and other body-grooming devices. The BNO042 comes in grey or black, both of which have a stainless steel case holding a quartz movement to help keep the price down. From £110; braun-clocks.com









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1 Paul Smith 531 Cycling Hoodie. Not all performance gear comes from showy sportswear brands. This merino wool, windproof hoodie comes from Savile Row stripe-enthusiast Paul Smith's dedicated cycling collection. £225; paulsmith.co.uk 2 Spyder Twist Shirt. Looks like a casual shirt; acts like a sporty one. £TBC; spyder.com 3 Oliver Spencer Bert Tri Choc. With acetate frames made from 'live' material, so they bend and flex to fit your face. £185; oliverspencer.co.uk 4 Thule Guidepost backpack. Swedish firm Thule is famous for its sleek but roomy roof boxes, so it knows a thing or two about lugging stuff in style. This is its newest backpack, with a removable lid-pack for lighter loads. £TBC; thule.com 5 Enko Running. All this time we've been bounding around on little cushions of air, when what we really needed was some proper suspension underfoot. These Enko shoes have adjustable shocks and springs that absorb foot-to-floor impacts. \$299; en.enko-running-shoes.com 6 Polaris Adventure Cargo Shorts. Light and breathable, yet tough and adorned with useful pockets – because not every biker or hiker fancies Lycra. £39.99; polaris-bikewear.co.uk



What would you do if the phone rang and a voice at the other end told you you'd won a track day at the home of Top Gear? Driving a Mercedes-AMG GT S...

inch yourself, to check it was really happening? For James Tumilty, it really was. The 33-year old from Northumberland was the lucky winner of Mercedes-Benz' competition to drive this allnew sports car at Dunsfold Park. And little wonder he couldn't believe his good fortune...

The Mercedes-AMG GT is only the second production car to have been wholly developed by AMG – the famous performance engineering division of Mercedes-Benz – and is no highly tuned version of a standard model. This near-200mph sports car is the product of AMG at its very best, an unashamed thoroughbred that goes, sounds and feels as close to a race car for the road as it's possible to get. And James would be driving it at Dunsfold Park, home of the Top Gear TV show.

To help build the stay-at-home-dad's confidence, his instructor for the day was Niki Faulkner, a hugely versatile pro driver whose CV includes doubling for Chris Hemsworth / James Hunt in the Ron Howard movie, Rush.

"The thing about this car," explained Niki, "is the faster you drive it, the faster you will feel you are capable of driving it. It is just addictive, and inspires confidence. The sound, and sheer sense of power – especially when you've got a race track all to yourself – will really encourage you to go quicker."

Well, James? "Oh my God," were his first words,

Well, James? "Oh my God," were his first words after stepping out of the GT S for the first time. "The acceleration is immense. Just immense." He has a point – of course – but this was how he felt after a handful of laps as a passenger; from the moment James swapped seats and really got to grips with the GT S, the power of

speech appeared to desert him altogether.

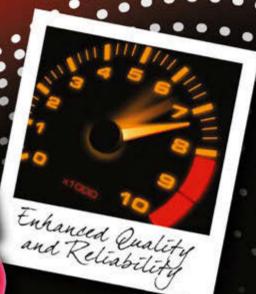
Fortunately, Faulkner has seen it all before. "Aside from the incredible power, there is so much technology in a car like this. It's a lot for anyone unaccustomed to something this powerful to take in, let alone make the most of". As it turned out, Niki needn't have worried. James was a good listener and a decent driver, too. Within an impressively short space of time, James was putting into practice what his mentor was telling him and watching the novice use the full width of the track through the Followthrough, and leaving no margin for error with his speed past the tyres, was proof that a true petrolhead was at work.

"The chance to drive this track is one thing," whispered Tumilty once he regained the ability to speak, "but getting to do it in a car like this is something else." OMG to that.



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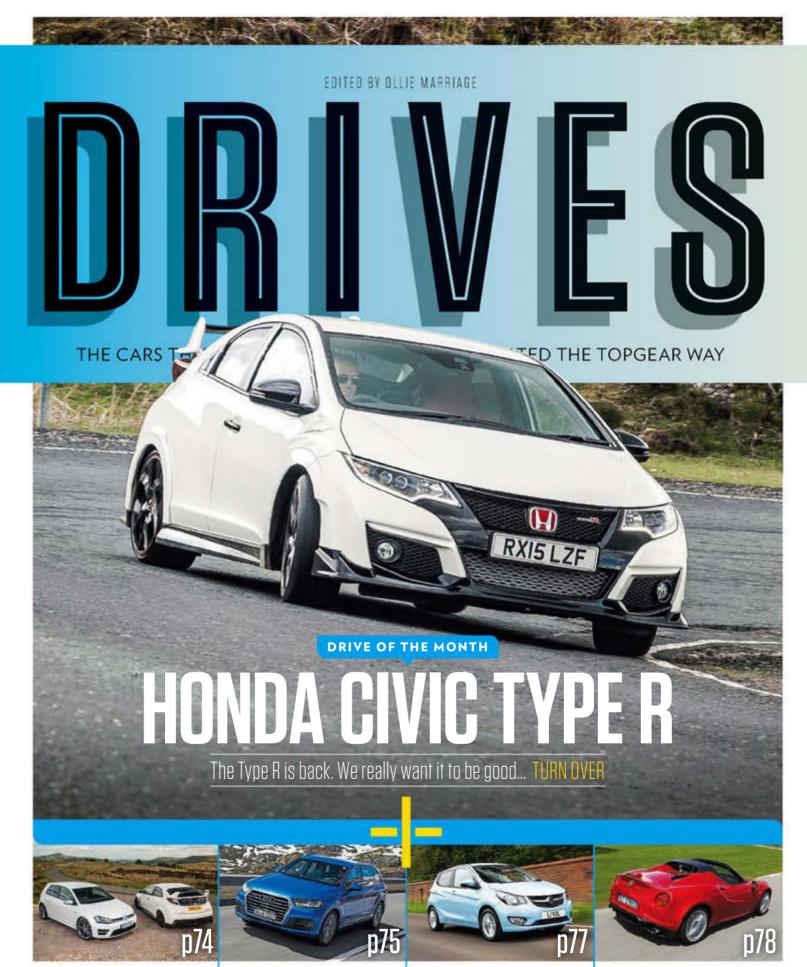
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MAGNECOR 'LEAD' WHERE OTHERS FOLLOW





We pit the new Type Ragainst VW's top Golf

AUDI Q7 All mouth and some trousers for two-tonne SUV OAPs and new drivers, step this way

Has the convertible version nailed it?

HONDA CIVIC TYPE R Blow me down New Civic Type R abandons natural aspiration 070 JULY 2015 → TOPGEAR.COM

DRIVES

e're on the M4, emerging from a set of roadworks as we head west out of London, Ahead, a diesel van. It would be easy to get

caught out by his torque lunge away from the final cone, left choking on his sooty exhalation. After all, Type Rs, famously, have no torque. And this feels every inch a Type R: the instruments glow red, there's a fiddly dash, gorgeous manual gearchange, firm suspension and an exterior design that's... well, we'll come on to that later.

Right now, I'm preoccupied by the van. Will I need fourth? Third even? But then I remember, I have a turbo, And even on what's only been a brief acquaintance so far, I know sixth will be fine.

I had, for a split second, forgotten the seismic shift that's happened in Honda's

thinking, a sea change that's seen the days of 8,500rpm rev limits and singing VTEC zones thrust aside in favour of the easy gratification of a turbo. Well, everyone else has, why not Honda?

There's a hiss of turbo pick up; the van is dispatched. No fuss, no drama. It's probably what most people want in this day and age, and does at last mean the Civic gets to compete on a level playing field against the likes of the Focus ST, Megane RS and Golf R without being slated for its lack of low-rev urge. Honda hasn't completely abandoned its heritage, though. This is still a VTEC. Where most rivals opt for variable vane turbo geometry to control boost across the rev range, Honda uses a monoscroll unit and depends on its VTEC valve control to manage things. It also electronically controls the wastegate.

The end result is an engine with a far healthier mid-range, but it still pays to hang on, because the top end is savage. OK, it only goes to 7,000rpm now and, despite Honda's engineering nous, is a little more laggy on the throttle than the car you'll be reading about in a couple of pages' time, but by gum it's not slow. Honda claims 0-62mph in 5.7secs, we plugged in our timing gear and hit 60mph in 5.3, 100 in 11.3. That's outrageous for a FWD hatch.

SNAPSHOT

IN DETAIL



Aluminium lever has same claimed 40mm throw as old NSX-R



Instruments still glow red. Phew. If it ain't broke...



Vents designed to disrupt airflow down the car's flanks

Enough about the engine for a moment, because you need to know how deep Honda has plunged in its efforts to sort out the Civic. As far as the bodyshell itself goes, they've not added extra steel, but by changing the bracket designs and using the adhesive more cleverly, rigidity has been increased by 18 per cent.

Then there's the suspension. Remember a few years back when the trendy term in hot hatchdom was 'reduced kingpin offset'? The Focus RS, Astra VXR and Megane all had trick front-suspension systems reducing torque-steer by minimising the camber change on the front wheels during cornering. Vauxhall called it HiPer Strut, Ford RevoKnuckle, and Renault PerfoHub. Now it's Honda's turn to shout about its new Dual Axis Strut Front Suspension. DASFS. Catchy. The claim is appealing, though: torque-steer down by 55 per cent.

The lower arms, damper forks and bushes have been re-engineered, although at the back Honda has stuck with a torsionbeam set-up. The promise is good - the new design exclusively for the Type R is so stiff (up 177 per cent) that there's no need for a rear anti-roll bar. Still, it's not the most promising set-up for dynamic behaviour.

That 2.0-litre direct-injection engine

feeds its power to those poor, hard-pressed "0-60 in 5.3secs. That's outrageous for a FWD hatch"

DRIVES





front wheels via a 6spd manual 'box and mechanical diff. Honda does good manual 'boxes. The best, in fact. And this is a belter: so slick, so fast, so precise. If everybody had a gearbox like this, there'd be no call for double-clutchers. It's a total delight.

And the gearing is not stupidly long, either. Honda, refreshingly, seems to have decided that real-world drivability means more than shaving a few extra grammes off the CO₂ figure. The claims here are 37.8mpg and 170g/km - OK, but not great. Over 450 miles of mixed driving and three carefully measured tankfuls, we got 27.8mpg.

The Civic consumes the lower ratios with zeal. The lights on the dash never seem to stop flashing if you give it the beans. It's properly quick, properly addictive, makes a real song and dance about going places. But not an especially tuneful one. There is noise, quite a bit of it, but it's not the top-end singing, snargly yowl emitted by VTECs of old.

Instead, you get the feeling that the car's only intent is to get to the next gear as soon as possible and that it views sounding good as superfluous. It's a shame, because you get a bit of exhaust woofle on start-up, and on light throttle openings around town the turbo wastegate chatters audibly.

It does everyday stuff surprisingly well, too. True, tyre roar on coarsely surfaced motorways is excessive, but the boot is huge. And there's plenty of headroom. And the view out the back is surprisingly good, entirely unimpeded by that lofty wing. And the ride is... satisfying.

The suspension is tremendously well controlled, like it's underpinned by expensive dampers. It's firm over speed bumps and potholes, but rounds off the edges really well. Considering the tyres are 235/35 ZR19s (Conti CSC6s, rubber fans), that's a good effort. It never feels less than purposefully sporty, though, the whole car shot through with a motorsport vibe.

The seats, for instance, are fabulous. Tall side bolsters, good rib support, best road-car seats I've sat in for a while, actually. Same goes for all the touch points - gearlever, steering wheel, pedals. Just a straightforward car to operate. I struggle with the two-tier dash and find the seating position - despite the hip point having been dropped 30mm - a little high, but build quality is good and it feels purposeful.

And now, on the terrific roads of the Brecon Beacons, I'm discovering what the Civic is actually like - or more accurately, what it isn't like. It isn't one of those playful hatches, like the Ford Focus ST or Mini Cooper S. No, it's serious about speed. Acquiring it, maintaining it, even shedding it (the 350mm cross-drilled front Brembos are lovely to use and super-powerful). Two things strike you immediately - how low the centre of gravity seems and how stiff the shell is. I know, odd ones. But also important, because when you combine this tautness with the controlled damping and LSD, you end up with a wonderfully rapid and effective cross-country device. It doesn't have great steering feel, if I'm honest, but it does have a very talkative (and deliriously effective) diff. The traction, the speed you can carry out of corners, is outrageous.

It feels like a tarmac rally car, appearing to relish the punishment. If you want to get the most out of it, you have to know what you're doing. Ideally, an ability to left-foot brake is preferable, allowing you to build up boost pressure on the throttle and release the brakes at the apex for a rapid, lagfree corner exit. Yep, all a bit track-day enthusiast, but that's what the car's like.

The only issue I have is with the +R system. This is the button you press to make the instrument rings glow red. OK, it also loosens the ESC, implements a more aggressive torque map, reduces assistance to the electric power steering and firms up the magnetorheological dampers. Trouble is, you can't select these settings individually - your choice is either to +R or to not +R. And unless you're on millpond tarmac, you're better off not plussing the R.

Pity you can't tone down the bodywork. Honda claims it all serves a purpose managing airflow, adding downforce - but even if it does actively help, why does it have to look, well, like it doesn't? Like a MaxPower version of itself? Aren't people looking at £30,000 hot hatches (£32,295 with desirable GT Pack added) going to be after something a little less ostentatious? Answers to your nearest Honda dealer.



VERDICT

Provided you can get over the way it looks, forget your concerns. The new Civic Type R is a hell of a thing to drive.

🥌 2.0-litre 4cyl turbo, 306bhp, 295lb ft 🌑 38.7mpg, 170g/km CO, 🌕 0–62mph in 5.7secs, 167mph max 🙆 1378kg 📧 £29,995





TWIN TEST

Type R vs Golf R

How much of a problem does VW have? BY OLLIE MARRIAGE



And that, unless you investigate it properly, is the way the Golf drives. It follows your mood. It's capable, calm, wakes up when you want it to, but is just as happy dozing along in the middle lane. The Civic is perfectly acceptable on motorways, but it doesn't have that same sense of calmness – good though the seats are, the car always seems to be prodding you, goading you.

at potential, but nothing more.

Ollie Kew and I swap cars. This Golf R is the other Ollie's new long-termer and, truth be told, we're all a bit envious of it. Until now, I've not been able to fault its motorway manners, but after the Civic I can detect a fractional structural shimmy. Not much else, mind – it's immaculately well behaved.

We get on to some proper roads. The Golf's brilliance is that there's more duality to its character, it covers a broader range between easy-natured, beautifully built and designed supermarket hatch and 4WD turbo blaster. It's not only fast, but there's a sense of sophistication to it that the Honda doesn't have, plus the turbo is fractionally sharper, the steering less corrupted, the sound cleaner and better, security enhanced by 4WD. There are so many layers to it, so much more delicacy and finesse than you expect.

But where the Golf is "I'm game if you are," the Civic is "Come on, keep up, let's see what you've got". Even when you're going hard, the Golf is a little restrained. Not the Civic – it's forever demanding more. It's a very different car from the Golf, much more in the Megane Trophy dynamic









The Civic is more demanding, for better or worse...



mould, only better built and with superior cruising ability. It's not bad at that, the Civic – it really isn't.

I know it's a cop out, but this one comes down to your own personal preference. As for me, I'd still have the Golf. I think. But maybe that's because I do the job I do and get to drive plenty of other things. The problem for the Golf is that you can so easily ignore it. Just schlep home. You can't do that in the Civic – it's more demanding of you, more exciting, more involving. It gives you higher highs. If that sounds like your sort of thing, go for it.





BY PAUL HORRELL

Citroen, but a DS. Not DS DS5, but just DS 5, see? The marque has fledged into its own entity. This is to prepare for 2020, when DS will have a six-car range, including two crossovers, a saloon and replacements for the current 3, 4 and 5. They will wear a new nose with grille, chrome

whiskers and twinkly lights much

like those on this facelift DS 5.

he DS5 is no more a

But we don't care about the facelift. We always loved the car's style, and still do. And its flamboyant and well-made Dan Dare interior, though that's also been improved by a helpful new nav/comms set-up.

What we hated was the crashy, noisy, jarring ride. Well, it's been fixed. Amazingly, all it's taken is a slightly higher ground clearance and a new set of dampers. Good grief. It's now far more serene and quiet on the straights. Besides, it used to rattle its steering wheel in rough corners, and that's gone away too. It isn't sporty (never was), but it feels at ease with itself.

New lower-tax engines and a smooth autobox complete the goover. The 148bhp diesel works well, but it isn't that quiet.

VERDICT: Love the look and idea? Now there's no reason to be put off.

SPECS

🔿 1997cc, 4cyl diesel, 148bhp, 272lb ft 68.9mpg, 105g/km CO₂

🌕 0–62mph in 10.6secs, 127mph

1537kg

£29,560



udi has done a typically thorough job on the new Q7. It's been reinvented from end to end. It's done all the

right things. But it lacks any particular flair or imagination. I can't see why you wouldn't shop elsewhere.

It's designed so as to look smaller than the old Q7, not just because it is (if only slightly) but also because it's got the proportions and surfaces of a tall estate rather than a 4x4. So, it's only when you get close that the true bulk smites you. That loudmouthed grille gives it some character, and the details are well turned-out, but, really, overall... meh.

Still, the inside is as beautifully made as any Audi's is, and, if you'll fork out the option prices, can be had with a whole bunch of super-fancy connectivity and entertainment features. Nor is there space here to list all the optional driver assists and electronic safety shields, but they put Audi on a par with the best from rivals. And there's more room than there was. But if you've bred a five-a-side team, note the Volvo XC90's third-row seats are bigger. And it has an even smarter, more beautiful cabin too.





THE RIVAL

VOLVO XC90 A beautiful and roomy cabin, loads of tech. Slightly slower, but it doesn't matter

VERDICT

XC90 is nicer for the passengers, and X5 or RRSport is nicer for the driver.

The bodywork and chassis are now mostly aluminium, and there are major weight savings all through the car, so Audi can call it the lightest seven-seat big SUV. But it's still over two tonnes, and sensibly they haven't tried to make it feel sporty.

It's a quiet, cosseting place to pass the miles, the ride on the £2,600 optional air suspension is pillowy, underlain only by a faint sign of the tremors inevitable in an SUV with big unsprung mass. The steering is accurate but needs lots of twirling, and while you can attack corners with quite some vim, there's little reward to be had. A Range Rover Sport feels far more alive, and rides as well too. Still, the Q7 does have a terrific engine, a heavily revised diesel V6 making a stout 272bhp. It's effortlessly accelerative and the soul of civilisation.

We need to pay attention to the Q7's innovation in construction and features. It's the first of a flotilla of cars and SUVs from Audi, VW, Porsche, Bentley and Lambo to use this 'MLB Evo' platform set. Let's hope the rest of them prove to be more charismatic.

l 2967cc diesel V6, 4WD, 272bhp, 443lb ft 🌑 47.9mpg, 153g/km CO $_2$ 🍣 0–62mph in 6.5ecs, 145mph 🚳 2060kg 🕒 £53,835



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hat's in a name?

Viva doesn't just fit in nicely with all those other names from Vauxhall, it was also the badge on the

company's successful no-nonsense Sixties/ Seventies small car. This time around, we have a rival for the Panda, the Up family, the Aygo and its French cousins, and the Koreans. It's a replacement for the Agila, but it's trying harder.

Who's it for?

Not enthusiasts. But a wide-ranging constituency: pensioners, and new drivers who've been bought a car by their parents. For them all, it's paramount to have low costs, ease of use, space and safety. But the youngsters probably want more style.

What about the value, then?

The £8k OTR opening bid includes cruise control, fogs, lane-departure warning, six airbags, aux-in, trip computer and remote locking. The £8,490 version has A/C. Bluetooth is all you'd need to add, at £175

It doesn't look anything special. Why would a kid, given by his or her loving parents a safe and cheap-to-run Viva, be excited?

One thing that'll endear it to the under-60s is an option available from January 2016. Replace that Bluetooth tick box with another sub-£500 option called IntelliLink. It's a big dash screen that brings satnav and comms via Apple CarPlay and Android Auto. Also coming soon is OnStar, bringing remote rescue and fast in-car wi-fi.

Cheap, OK, but cheerful? Or just a dreary commodity steer?

The engine is a stripped-down non-turbo version of the new Corsa's jobbie. A 1.0-litre triple that's sweeter and quieter than the similar ones from VW and Toyota. But although its 75 bhp is perfectly decent for the class, it feels torque-weak, so you're often revving its little spuds off. At least the five-speed gearbox has a slick shift.

The steering is quick but short of feedback. Never mind, the chassis is wellmannered and doesn't roll. Like the best baby cars, you can throw it around with abandon.

Er, most pensioners don't drive like that. How's the comfort?

The ride is too firm if it's just you in the car. With one or two passengers, it levels out,







VERDICT

Not as desirable as a Panda but cheap and sensible. and betterconnected than a Ritz concierge

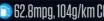
though it's still less plush than an Up. Seats and driving position are fine.

These cars tend to look generic, though.

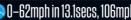
Correct: cereal-packet styling is a by-product of a total fixation on space efficiency in this class of car. But the Viva largely avoids that. The front and back ends have some interesting detailing, and there's lots of sculpture in the door skins. Inside, workmanship is on-par.

















rdinarily, the highest compliment you can pay a roofless car is to say it drives just like the hard top. But exceptions

prove rules, and the 4C Spider is better than its equally beautiful twin. But, and it's a big, flamboyant Italian but, only if you tread carefully in the speccing minefield.

Allow me to be your guide, as - keeping in the spirit of the carbon 4C's lightweight ethos - less is so much more. Shun the busy Race pack suspension, that ludicrously boomy sports exhaust (Alfa's increased the size of the standard pipes' silencer, and it's miles less wearing as a result), and go for small wheels, you show-off.

Yes, I love how those telephone-dial 18/19s look too, but if you want a 4C that can travel down a B-road, you'll need the most humble spec possible. The results on 17/18-inch rims and more compliant shocks aren't just felt in the ride, but also in the steering, which loses its Buckaroo kickback.

The Spider's re-engineering boot camp hasn't touched the Giulietta-sourced turbo motor, nor its unhappy union with the unpredictable twin-clutch gearbox, which jolts you in the head on full-bore changes









VERDICT

Score applies to base Spider. Remove a point for each option you add.

but slurs like Daffy Duck when left to its own devices. The whole powertrain is a law unto itself. Turbo lag like it's 1989.

Instead, man hours have been spent honing a quite beautiful carbon-fibre windscreen surround, which deflects airflow impressively above the spartan cockpit. The Spider has half the bluster of a Lotus Elise, for instance, and its rolloff canvas roof is better engineered and easier to use. Well insulated, too. Next year, you'll be able to order lift-out carbon panels if you so desire. They will be pricey...

Reinforced sub-frames and extra standard kit add 45kg to the kerbweight and £8,000 to the price. Dangerously close to £60,000, this esoteric little tearaway has seriously sorted competition to out-point.

No Porsche offers such arresting beauty, mind, and you'll be spending double that for the next rung on the carbon-fibre road-car ladder: McLaren's new 540C. That's the thing with the Spider, and the 4C, really. It's a great collection of components, and Alfa is improving its ability to marry them together. In its most humble guise, this Spider is getting there.

TG'S ONE **MINUTE EXPERT**

Got 60 seconds spare? Read these



MERCEDES S65 COUPE

Arguably the finest way to cross a continent. So loaded with kit, our test car had only one option: £765 to raise the limiter to 186mph.

 Still, chiefly designed to battle the outer reaches of the autobahn. Not that fast to 62mph, but above 62mph...

• Calibration is better than in the saloon we drove in issue 268. Snappier throttle response made it . better around town.

• Has Magic Body Control with curve tilting that 'dips' into corners. Hard to feel it working – the S65 just seems to corner flatly

Engine 5980cc, V12, RWD, 621bhp, 737lb ft Performance 23.7mpg, 279g/km CO₂, 0-62mph in 4.1secs, 186mph Weight 2185kg Price £183,840



PEUGEOT 208

 Peugeot's biggest seller has been treated to a mid-life facesharpening. Besides a bigger, wider grille, there's a new engine or two and some fresh safety tech

than the petrol.

• Pug claims the 74bhp 1.6 HDI is good for 94mpg. It's not. Flexible 118bhp HDI suits the car's lazy character better

 The 1.2-litre triple now comes in 109bhp flavour. Fine, but let down by a baggy 'box, and not as fun as Ford's EcoBoost. Auto now improved.

• Normal paint too shiny? Go 'textured' for £645. First application of new tech Pug has been developing for four years. Best stick with the normal stuff.

Engine 1199cc, 3cyl, FWD, 109bhp, 151lb ft Performance 62.8mpg, 103g/km CO₂, 0-62mph in 9.6 secs, 118 mph Weight 1070kg Price £15,495

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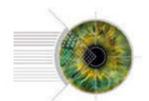
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Yates & Suddell Opticians Bury | Tel 0161 764 2209
12i Optometrists Glasgow | Tel 0141 552 2030



UNISSABLE E

The last weekend in June could be a busy couple of days for race fans in Britain. Do you head to London for the finale of the 2014/15 Formula E season or down to Sussex for the Goodwood Festival of Speed?



Sébastien Buemi E.DAMS-RENAULT PUNTA DEL ESTE

Antonio Felix da Costa Amlin Aguri Buenos Aires



Nelson Piquet jnr China racing Long Beach



he good news is you don't have to choose one over the other. In what promises to be an unprecedented – and unmissable – weekend of motorsport, there's enough action across the 27th and 28th of June to do both! While Battersea Park hosts the final two rounds of the 2014/15 Formula E season (round 10 on the Saturday; round 11 on the Sunday), Lord March's annual hillclimb-come-garden party

- the Festival of Speed - takes place at his Goodwood estate (25th-28th June). So, what's it to be? A day at each?

It's a call that Michelin hasn't had to make – the tyre maker will have a significant presence in London and Sussex. As the exclusive tyre partner to Formula E, Michelin has supported the championship at every round, supplying each team with its specially-designed Pilot Sport EV tyre. In keeping with the sustainable credentials of

Formula E, this is the only tyre used by teams. There are no different compounds; no slicks and wetweather options. Just one, incredibly durable, versatile solution (and only one set per car, per weekend).

Formula E has appealed to a new generation of race fans, entertaining audiences on four continents with its vision of racing for the future. Don't miss your opportunity to experience the unique excitement first hand (fia-e.autoracinglive.com).

Jerome d'Ambrosio Dragon racing Berlin

E.DAMS-RENAULT





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A McLaren P1 GTR throbs down the main straight of the Red Bull Ring grand prix circuit

patently straining at the leash of modest speed, flanked by a Lamborghini Huracán and Porsche Cayman GT4. Behind that is a Mercedes-AMG GTS, a petite-looking Mazda MX-5 and a retina-scalding yellow Corvette Z06. Sounds like a good day out on any track, let alone a full-on GP circuit, doesn't it? But this is Top Gear magazine's Speed Week, where there's no such thing as enough, and too much is just about right. The first couple of rows are just the start. Mind you, after that it all becomes a bit of a blur - there is a pair of hot hatches, a classic rosso corsa Ferrari 458 Speciale making strange yowling noises, an ink-black Nissan GT-R Nismo doing a good impression of an automotive pitbull, all bluff angles and dense visual aesthetics. There's a pink Caterham 420R buzzing away in the middle, a silent Tesla P85D, a Lotus Elise 220 Cup and a Mercedes-Benz C63 AMG. The out-of-place pair flinging themselves around somewhere on the edges of the pack turn out to be a Range Rover SVR - all 542bhp of supercharged V8 SUV - and the AWD wolverine in sheep's clothing that is the VW

Golf R Estate. An Ariel Nomad is gaily bounding across the infield and across the kerbs, and it's being chased by the indefatigable Top Gear Hyundai i20 rally car. Eclectic? We've got you covered.

And then, the final flourish: a Bell TAH-1F Cobra attack helicopter that rears up from behind a grandstand and thwups its way to the cavalcade to hover 20ft above the cowering occupant of the MX-5. Even we're not sure why we organised this, apart from the fact that it's possibly the coolest thing on the planet right now.

The next few days will be spent assessing the cars – and, to a slightly lesser degree, the Cobra – seeing which ones put a smile on our faces and a wish in our hearts. Once our adrenal glands are pumping nothing but air and all of the spare tyres have been used up, a final selection will then be taken on an epic road trip into the surrounding Austrian Alps for a final accounting. It's going to be mighty.

Sit back, shut up and hold on. It's *Top Gear* magazine's Speed Week 2015: The Lords of the Ring...



WHAT WE'VE BROUGHT



ARIEL NOMAD Happy, Silly, Fast, Buggy



MERCEDES-BENZ C63 AMG Manicured with knuckledusters



BMW 18 The best sports car hybrid



MERCEDES-AMG GT S Brawny, brutal and brilliant



CATERHAM 420R Tried and tested track addict



MINI JOHN COOPER WORKS JCW plays with the big boys



CORVETTE ZOG

Brutal power, big reputation



NISSAN GT-R NISMO Version 6.1: Faster, lighter, scarier



FERRARI 458 SPECIALE Last of the great n/a V8s



PORSCHE CAYMAN GT4
The sports car bargain of the decade?



HYUNDAI i20 RALLY CAR No idea why this turned up



RANGE ROVER SPORT SVR

A block of flats with a supercharger



LAMBORGHINI HURACÁN Too tame, or just drive faster?



MEGANE RS TROPHY-R 275 Complete with 35bhp of stripes



LOTUS ELISE 220 CUP Norfolk scalpel



TESLA MODEL S P85D Full EV. Full-fat fast



MAZDA MX-5 Low power, but big fun



VOLKSWAGEN GOLF R ESTATE Sober suited, turbo boosted



McLAREN P1 GTR
Gentlemen's Terrifying Racer



COBRA HELICOPTER
In case anyone gets out of hand...











WELCOME TO THE RING

A potted history of why the Red Bull Ring is just amazing

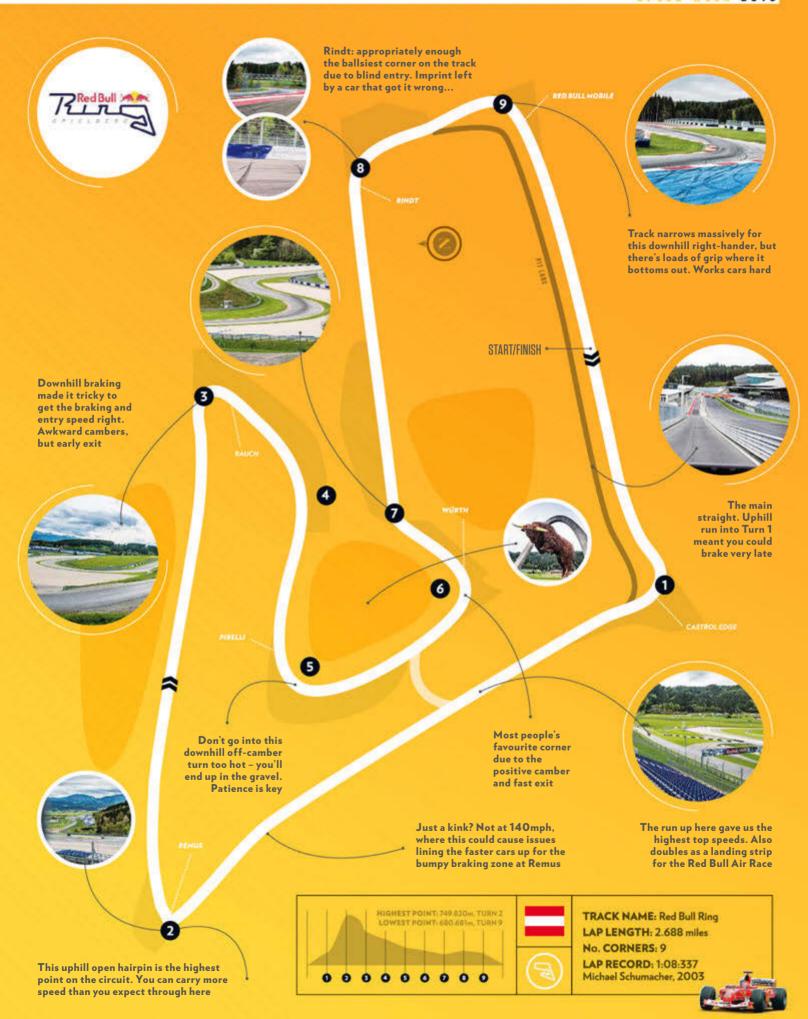
Back when it hosted the F1 Austrian GP for 18 consecutive years (1970–1987), it was known as the Österreichring – a track considered by many of the contemporary drivers to be fast, pretty and uniquely scary. A track that, when turbo F1 pushed 1,400bhp in qualifying trim in 1986, regularly had cars approaching corners with little or no run-off at more than 200mph.

That sort of nonsense couldn't last much longer. With drivers and riders seeing increasingly serious injury and worse, legend has it that the old 3.7-mile circuit was seen as too dangerous for modern F1, and was dropped in 1995 so that Hermann Tilke could redesign it to become the A1-Ring. Updated to improve safety, it was shortened by a mile, removing the fastest, hairiest sections of the circuit and given a smidgen more run-off and crash barrier provision – it again saw service in the Formula One calendar between 1997 and 2003. But come the mid-Noughties, the venue fell out of favour, and controversy about its future ensued.

It wasn't until 2008 that Red Bull supremo Dietrich Mateschitz decided to make a go of it, redesigning the layout once again, rebranding and creating what we now know of as the Red Bull Ring. Some 70 million euro were duly invested in a state-of-the-art facility, and, in 2012, the circuit was made available to the FIA once again for F1 duty.

These days, it features F1, DTM, ELMS endurance racing and various motorbike and car events. Nine corners, 2.688 miles and a good deal of elevation, all set in the absolutely stunning Austrian Alps. And a fitting venue for TG mag to kick off a particularly exciting Speed Week adventure.











he nerves set in about three days beforehand. Up until the phone call, I'd been telling myself the P1 GTR was just a car. A car with four wheels, an engine, two seats and a steering wheel. Practically a Mazda MX-5. What was there

to be intimidated by? But then my memory bank would churn a bit, "You've driven a McLaren P1", it would say, "was that just a car? Let me twang a few nerve endings to remind you what 900bhp felt like through the rear wheels on a damp road." And I'd have to confess to myself that, no, the P1 had more in common with an especially volatile and creatively destructive piece of military hardware than a car.

And then McLaren phoned up. "We're going to send someone down to show you the ropes, tell you what's what, give it a bit of a demo run for you". Someone, in other words, to hold my hand, someone to make sure I don't sling £2 million worth of race-bred, track-ready hypercar into the wall at Turn 1 on the Red Bull Ring (far more likely to be Turn 3, actually - the downhill braking zone there is an utter nightmare). "Anyway," the voice continued - and I could tell he was building up to something here, "Bruno Senna will be flying into..."

I can't remember what was said after that, other than I felt slightly dazed as I walked back up the office to tell my colleagues that McLaren was sending a driving instructor out to impart some tips.

Bruno is imparting tips. I'm trying to listen, but I'm feeling slightly overwhelmed. I mean, just look at the GTR. More specifically, look at that rear wing. That's 400kg of downforce right there. It's nuts. Earlier I watched it being backed off the truck. We all did, in fact, because although there's some mighty tasty metal in the pitlane, this is, well, this is it. The star of the show. The big kahuna. The main event.

So we gathered as a stadium tour's worth of cables, trundle cases and spares was offloaded and watched as the McLaren roadies (OK, pit crew) set up shop in garage 19. And while the rest of the team whistled at the Inconel exhausts, pointed at the wing, said "Wiiiiiing!" and picked up one of the aluminium wheels clad in slick Michelin rubber ("Sliiiiiiick!"), I retreated to the back of the garage to take stock and drink in the scene. Charlie Turner, who's sensitive to these kind of things, came over, "Just be safe, mate," he said, "no one's expecting you to be as fast as Bruno. Enjoy it." From across the garage, Tom Ford piped up, "He's only saying that you'd better be bloody fast!"

Fast. How much fast do you want? How fast can a road car, or even an extreme track car, actually be? How far can they be taken? There are no lines drawn, the only limits are those provided by physics. So we start with 1,000bhp, and to that we add racing slicks to help transfer that to the tarmac, and to make doubly sure it doesn't come unstuck we plonk on 660kg of total downforce at 150mph. The GTR hits 150mph three















slightly 'involved'



Download the TopGear app to watch the video

times on each lap, a lap that takes under 93 seconds at an average of over 105mph. Nothing else here would get within 12 seconds of it.

The P1 GTR is being built on the production line at Woking alongside the 'regular' P1. It does a stint at MSO (McLaren Special Operations) a few miles away late on in the build process, but for the most part the underpinnings are common: carbon tub, front and rear aluminium subframes, a twin-turbo 3.8-litre V8 and an electric motor nestled under the left flank of the vee, drawing power from a battery pack behind the seats and adding its torque to the driveshaft before the gearbox.

There's now 197bhp from the e-motor (up 21bhp) and a heftily unnecessary 789bhp from the fossil-fuelfed one (plus 62bhp), yielding a pretty heady 1,000PS (986bhp). Oh, and weight has been stripped out almost everywhere - the fixed rear wing means there's no need for heavy hydraulic struts, polycarbonate replaces glass all round, including the windscreen and there's extra carbon. In total, about 150kg has been shaved out. Plus the suspension conponents and geometry have been heavily revised - although that's all adjustable anyway.

This is a track car after all. McLaren isn't as prescriptive as Ferrari is with its XX cars: it will





let you take your car home (and rumour has it Lanzante has McLaren's tacit approval to convert customer GTRs to road use), but this is meant to be the ultimate trackday weapon. And we're at a track, where an ex-F1 driver is attempting to bolster my confidence...

"Really, you have nothing to worry about," says Bruno (he's a genuinely lovely bloke), "I think you'll find it friendly to drive." You won't find 'friendly' among the many adjectives I'd use to describe the standard P1. We look at the steering wheel (it's based on the design of Lewis's 2008 F1 rim), talk about the controls, the IPAS and DRS, get comfortable in the car, pull the straps down tight. Bruno is going to take me out in it to start with. The wheels, freshly removed from tyre-warmers, go on with a fierce screech from the airguns, the internal jacks are retracted and, when instructed, Bruno fires the GTR into life and we're waved out.

Let's cut to the chase. It's PREPOSTEROUS.

I have no idea how I'm going to get close to it. Bruno

may be laid back and endearing in real life, but he's the last of the late-brakers. Twice, slowing from 170mph, he overshoots the braking point for the Remus hairpin. Thank the god of all track marshals for tarmac run-off.

tarmac run-off.

We are having slight issues in the car – not personally, I hasten to add (although the first time he braked that late, my mind spent the split second between the onset of panic and the savage jolt

of braking power dreaming up the inventive retribution I'd exact once out of hospital). It appears the addition of 75kg of extra passenger has upset the weight distribution, so in the bumpier

braking zones, the ABS is getting confused, grabbing one side, then the other, the end

result being we're not only braking stupidly late, but the back end is jinking left and right like a sped-up Scandi flick. It's... discomforting.

The forces are so great, the car so rowdy and Bruno working so hard that there's naff all I can do to influence proceedings, so I resign myself to whatever fate has in store and watch what he's up to.

Bruno muscles it into corners under brakes, sorting out oversteer and understeer with faster steering inputs than I've ever witnessed, lightning jabs at the wheel that leave me astonished and daunted in equal measure. He's a driving mongoose. If the car needs inputs like that to stay on top of...

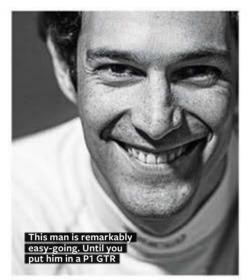
Eventually it's over, and I'm allowed to flop out of the GTR. Bruno apologises for the extra-curricular excursions, blames it on the ABS and has a word with the engineers. I'm left to contemplate what I'm up against. I will say one thing for the GTR – it seems uncannily stable on the straights, and the traction out of corners is utterly astonishing. My neck hurts. Five laps of 2.4g side loadings is enough.

My turn. I resolve to take it steady, to spend 2–3 laps getting familiar with the power, the grip, the brakes. But here's the thing: the snatchiness, the dartiness I





















experienced with Bruno – that's all down to driving style. Because you know what? The P1 GTR is an outrageously magnanimous car to drive. Far more so than the road car. The problem with the road car is you have this light, accurate front end, and then a 903bhp sledgehammer arriving at the back, easily capable of spiking the tyres. It's exciting alright, but not easily managed.

The GTR gives the P1 the grip it needs to cope with the power. I'm tentative for about two straights and three corners, but that's about as long as it takes to feel confident in it. Then you can start to push, to be blown away by just how much front-end grip and turn-in strength there is and how clearly it communicates. And now you don't have to be





scared of the throttle pedal, you can use more of it, earlier in a corner, than I'd have believed possible.

On my second lap, I think I'm getting fuel starvation through the downhill section. I'm not – it's the traction control cutting in. How has McLaren managed to make a 986bhp car this approachable, this drivable? The set-up is astonishing. There's so much feel through the chassis, the steering is so beautiful to use, you always know precisely where you are with it. You can take it to the limit – how ridiculous is that in a car with a Nomad's worth of downforce working on it? The speeds are outrageous, just bananas, but the GTR is so talkative and engaging you can use everything it's got, rely on the whiff of understeer to let you know the car is working hard.



I can only assume the e-motor is doing its stuff - there is too much noise, excitement, accessibility and power higher up the rev range for me to bother sampling the lower end. The only indication is that there's no turbo lag. None. Just instant, perfectly metered response. The only thing I struggle to get my head around is the brakes. I just can't bring myself to brake as late as Bruno, nor push the corner entry quite as hard.

I ought to be so intimidated by this car, but instead I'm just dazzled by it, blown away. It's utterly tremendous. It makes me laugh out loud, this £2 million track weapon - it's actually fun to drive, wonderfully unintimidating. On my third flying lap I'm within a second of Bruno. He probably wasn't trying, but that made me feel good.

We're in the pits, all smiles. The McLaren boys are happy, I'm gurning like a muppet, when we hear the clatter of rotors and Blacky Schwarz parks his Cobra attack helicopter in the paddock. Ha. Everyone swarms, even Bruno wields his cameraphone. We decide what to do with it. "Ollie, can we get you back in the P1, please?" says Charlie. Like I need to be asked twice.

What follows is the best 20 minutes of my life (sorry, darling), as I'm chased around the Red Bull Ring for ten laps by a helicopter gunship that can pull more than twice the g-force, and is so close at times that the rotor clatter drowns out the V8 and I can feel the air pressure waves thud through my ribcage. I should just check out now. It'll never get better than that.





















THE P1 GTR EXPERIENCE: WHAT £2 MILLION BUYS YOU

There's a spiral staircase in the expansive foyer at the futuristic McLaren Technology Centre. You don't notice it for two reasons: firstly because you're happily distracted by Ayrton Senna's MP4/4 and the Ueno Clinic Le Mans F1, but secondly because it curls discreetly downwards around one of the huge supporting pillars.

At the bottom, behind a scanner-accessed sliding door, there's just one room. On first impressions, it looks like a recording studio. There's a broad sweep of desk, angled microphones, equipment and windows that hint at a darkened studio beyond.

Not a studio. This is one of McLaren's two driver simulators. The holy of holies in F1 circles. It's astonishing. A purpose-built F1 tub connected to various levers and motors that pummel it about. There's even a spider's web of arms that connect to your helmet to move that around to mimic g-force. It's the ultimate gamer set-up that Jenson and Fernando use, with 10,000 channels of data refreshed every thousandth of a second to create a simulation that's even better than the real thing.

And if you're a P1 GTR customer, you get to come and play with it. Welcome to the GTR programme, where your £2 million buys not only a car, but a whole host of extras.

It starts with two full days of driver profiling at Woking. Two days where Frank Stephenson helps you with the colour and spec of your new car, where the chap who fits Jenson's seat comes in to do yours, where McLaren's in-house sports scientist David Harvey puts you through your paces and sends you off with a 30-page report detailing everything from your body fat composition to your grip strength, where you get fitted for a bespoke racesuit and all the trimmings. The works.

It's enormously comprehensive, so much so that McLaren will try to match your personality to that of your crew chief and driver coach. Yep, you get those, plus two mechanics, at each of the six annual track days, all held at major F1 circuits. All you have to do is turn up - once you're there, McLaren covers everything from hotel costs to fuel and tyres. It'll even deck the pit garages out with white panelling and your name above the door. Alternatively, you can ask McLaren to set up something just for you. Why not come to the Red Bull Ring? You've got a time to aim for...





















ive minutes in the Mini JCW is enough. Five minutes, and I'm bathing in the warm glow of relief: this is an immeasurably better car than the last Mini to take John Cooper's name in vain. And, I'm afraid, hairy-chested,

'they don't make 'em like they used to' brigade, the rejuvenation is entirely thanks to technology.

Heresy? No. Hot hatches are supposed to mainline frothy, accessible mischief, but the old JCW fizzed like Mentos dropped into Diet Coke. Messy and hyperactive, it torque-steered violently, and what it sorely lacked in suspension travel it over-delivered in power. So how the hell am I managing not to hopscotch across the road in this new car, which musters another twenty horses?

Step forward, adaptive suspension. Cheekily, it's a £240 option, but I promise it'll be the best cash you spend on your JCW. The ability to dial in and out some extra cushioning to aid traction, or allow a bit of roll to relax the car on turn-in, is just what the JCW cried out for.

It's still super-lively under brakes - a hard stop downhill into the evil Rauch had me squinting out of both side windows like a tennis umpire's gaze following serve.

Some of the old Mini devilment remains, but I quite like the fact it's still lurking there, trying to swap ends. Probably because I was surprised the brakes were even capable of standing the JCW on its hideously potted nose, actually. The last time I drove a Cooper S on track, the brakes lasted two laps of a modest, twisty circuit. The JCW brandishes beefier discs, not Rich Tea biscuits dunked in a cuppa. So it should, for £24,000.

This one? Twenty-nine large, thanks to some extras you don't want. The sports seats reek of showroom buzz, but after half an hour sat lowdown in the chequered-flag-festooned cabin, the hard backrest and lack of lateral support alert the usual Mini form/function alarm bells. And small hot hatches just shouldn't have automatic gearboxes. The six-speeder in this JCW is fine - polite around town and properly calibrated to punish with a revlimiter buffer of shame if you're slow on the upchange. But, come on, an automatic SuperMini? All Minis enjoy a great manual shift - slick, precise and ideally matched to the pedals. An auto with plastic paddles that won't allow a cluster of grabbed downchanges without pausing for thought robs the JCW of a critical slice of up 'n' at 'em character. It feels muzzled. Ironic, for such a gobby-looker.

Two hundred and twenty-eight brake horsepower is adequate distraction. Funny how a hot hatchback, a Mini at that - surely the automotive distillation of youth - makes this Nineties kid feel old. Doesn't seem long to me since VW Golf R32s and Scooby Imprezas hovered about the 220s.

Fuel left over when the JCW has finished firing hydrocarbons at the exhaust for pop-bang fireworks delivers a barrel-chested 1,250rpm torque peak. Crikey, is the on-demand pace amusing. The sheer quantity of performance you can buy, showroomfresh, in a supermini today beggars belief. This Mini will surge from 50mph to 75mph 0.8secs quicker than a standard Porsche 911 Carrera will.

It takes a tad longer than five minutes to appreciate the delights of the Megane Trophy-R. First off, depress









"THE MEGANE **DOESN'T LOOK LIKE A** £38,445 CAR"

the pathetically nondescript RS button that lives above the driver's right knee. Forget that, and the throttle defaults to eco-sog slumber, a paltry 250bhp meandering to those 19-inch Speedlines. Prod the button, and you're on the business end of a bigger mood swing than Bruce Banner's. Welcome to 271bhp and a pin-sharp throttle. ESC abandons ship.

It's odd the Megane has even retained a mildmannered side when its spec list is so singular. There is no back seat (-20kg), no soundproofing (-21kg), no aircon (-6kg, and increasing by the minute, judging by my sodden back) and a pair of purposeful Recaros (-22kg). Pity Dieppe didn't chuck a couple more kilos chopping down the notoriously lofty seat mounts.

The Renault doesn't look like a £38,445 car. The ancient cabin is cheap and dour. Its exterior is daubed in an unwelcome half-arsed paint-by-numbers sticker set. You have to go hunting for where the money you could've thrown at a Boxster or loaded M235i has been spent.

You could drop to your knees and spy the Öhlins dampers, lightweight composite springs; spot the tread-bare Michelin Cup 2 tyres (complete with Do Not Drive in the Wet, You Idiot disclaimer), or peer at the carbon-fibre tailpipe collar, bearing the subtle insignia of Polish exhaust wizard Akrapovič.



Or, you could stop scrabbling around on your knees, fumble past the web of harnesses and drive the knackers off it. The Trophy-R needs temperature, wants revs, demands interaction - but rewards you with one of the all-time great front-wheel-drive experiences.

For me, the view backwards, over the strut brace toward the perma-filthy rear window (no wiper saves another kilo) and the other dieting isn't the Trophy-R's essence. The strip-down here isn't as severe as it was in the wonderful old R26.R - no carbon bonnet, a full complement of airbags this time.

No, the single most critical component in a hot hatch shorn of its Swiss Army knife repertoire is the mechanical limited-slip differential. It dominates the experience - the front axle is a mechanical Pied Piper, coolly dictating your trajectory to the rest of the car, managing power delivery with admirably little corruption to the electric steering. You aim the red strip atop the Alcantara wheel at the onrushing apex like a sniper scope. The Megane obligingly smears its cut-slicks onto the surface and forges through bends like Scalextric.

What I love, and never tire of, is the ease with which the Trophy-R interprets your inputs into carrying massive speed, while remaining involving, exciting and gratifying. Eradicating the spectre of understeer means I'm left to crack on at max attack, enjoying how sweetly the gearshift in our lifer has ripened, and never allowing the engine's hoarse exhalation to dip below 3,500rpm.

Be in no doubt, the new Mini JCW is a cracking little hot hatch, and I'm so chuffed it's learnt the lessons from its delinquent predecessor. But next to the truly special Trophy-R, it's just a good version of a good car. Another year, and with a manual gearbox, it might've been the Speed Week dark horse. But it's the biddable Renault that offers an authentic high-performance thrill to drivers of all abilities, and if I had five more minutes, I'd spend them in the expensive, stuffy, crass-looking Megane. The front-drive

datum point, 2015.

MINI JOHN COOPER WORKS

Price: £23.695 (£28,965 as tested) Engine: 1998cc 4cyl, 228bhp @ 5200rpm, 236lb ft @ 1250rpm Performance: 0-62mph in 6.1secs, 153mph vmax Transmission: 6spd auto, FWD Economy: 49.6mpg, 133g/km CO₂ Weight: 1205kg

MEGANE RENAULTSPORT TROPHY-R 275

Price: £36.430 (£38,445 as tested) Engine: 1998c 4cyl turbo, 271bhp @ 5500rpm, 266lb ft @ 3000rpm Performance: 0-62mph in 5.8 secs. 158 mph vmax Transmission: 6spd manual, FWD Economy: 37.7mpg, 174g/km CO₂ Weight: 1297kg



Because performance isn't just about track heroics...
ords: Sam PHILIP / PHOTOGRAPHY: RICHARD PARDO





his is not the first time I have found myself in a field on a *TopGear* Speed Week extravaganza. Last time, a couple of years back, the car was a Black Series Merc C-Class, the location was just off the back of the Hammerhead, the culprit was 'lack

of talent' and the outcome was a substantial amount of fire.

This time around, the situation is less aflame and more bucolic. On a bank of waist-deep wild grass high above Remus, I am perched atop the Ariel Nomad – the scaffolded, off-road cousin to the Atom – surveying TG's private fiefdom. As exotic, pointy metal yips around the track; up here is peace and calm. Fat bumblebees flit between wildflowers; pine trees rustle freshly on the breeze. Great clouds of pollen settle gently on the Nomad's dash.

A rustle from starboard, and a Range Rover Sport SVR comes bundling from the undergrowth with all the subtlety of a rhino town crier: 542bhp of snortling, chuntering, V8-stuffed SUV. With a rattle to port, out of a thicket pops our Hyundai i20 rally car, the very snotter in which TG achieved a class victory in Wales Rally GB last year. It's becoming the wheeled manifestation of The Stig, this Hyundai: no one is sure how it keeps finding its way to our performance meets, or who invited it, but somehow it's here.

Welcome, then, to the oddest grouping of Speed Week, a trio that might loosely be termed The All-Terrainers.







A rear-drive Ariel, 4WD ultra-Range Rover and front-drive, homemade rally car might not initially appear to share much in the way of DNA, but they're all proof, in their own way, that doing fast doesn't necessarily require inch-from-the-tarmac splitters and full slicks. They open up a new world of performance: the whole world. Bogs, mountains et al. When the 4C-driving zombie hordes come, you'll need one of these.

But, pleasant as it is up here on the Red Bull Ring's grassy highveld, Speed Week is first and foremost a track test, so we must reluctantly return to terra firma to do battle with the tarmac-only hoi polloi. And so, as the local avalanche sirens sound and small children run for cover, the Range Rover Sport SVR rumbles out onto the circuit.

You might argue it's unfair to subject a 2.3-tonne Range Rover to a track test, but SVO's first promotional vid for the SVR showed it barrelling confidently around a wet Rockingham, so we're only verifying their own claims. And, as 2.3-tonne SUVs go, the SVR acquits itself surprisingly well on track. It's proper excrement-off-an-excavation-tool quick, rearing on its springs as if freshly branded before bolting with a turn of pace to embarrass some proper sports cars. Zero to 62mph officially takes 4.5 seconds. I wouldn't dare dispute this.

A V8 Range Rover Sport, only more so, the SVR makes quite simply the most extraordinary noise of any SUV in history: a snarling, snorting, popping, banging cataract of exhaust that'll cause nausea in rear-seat passengers and great happiness to petrolheads within a two-mile vicinity. Sure, the SVR might cost nigh-on £100k, but just think of the money you'll save on a Spotify subscription.

Problem is, for all its speed, the SVR still weighs 2.3 tonnes, with a centre of gravity a couple of feet above the top of the Nomad's rollcage. Get heavy on the brakes in the downhill section at the end of Turn 3-a knotty little off-camber braking zone - and the Rangie achieves such an impressive nose-stand, you're convinced it might end with a cheeky forward roll for good measure.

Such mass also means that any errors are magnified in embarrassing detail. Entering Turn 2 a few mph too hot, the RRS and I shared a 200-yard, oversteering excursion over the AstroTurf on the outside of the bend, finally lurching back onto the track a few feet short of a messy SUV-Armco tête-à-tête. It might not be the fastest way around a racetrack, but a little in the way of lardy tilting is not, I think, necessarily a bad thing. So utterly locked down are most of the cars on Speed Week, cornering without the slightest hint of mass transfer, that it's curiously refreshing to have a decent slug of kerbweight to work around. It's no precision implement on track, the RRS SVR, but it's an entertaining wrestling match.

Unscheduled off-track excursions present rather less of a problem in our DIYundai rally car, largely because it doesn't boast enough power to get to the state of 'cooked', let alone 'overcooked'. Much as it pains me to say it, the Red Bull Ring might represent the limit of our little rally car's ability, at least in its current configuration.

Problem is that, on sticky tarmac, it simply boasts wayyy too much tyre for its modest 150-odd bhp output. No matter how hard you try to unsettle the i20, it simply tilts a bit and grips, clinging on for dear life as Speed Week's higher-bhp contenders (everything, basically) buzz it mercilessly. I discover fairly rapidly that braking is entirely unnecessary around this track: simply bung the i20 into a corner – with a couple of downshifts if you're feeling lavish – and use the lateral resistance to scrub speed off. Full throttle everywhere.

That gearing – perfect, as Mr Marriage will attest, for a soggy dirt stage in deepest Wales – is a trifle short for this big,





fast circuit, topping out in sixth at barely 90mph. This makes the haul up the straight between Turns 1 and 2 a rather protracted, rather noisy, very rattly affair.

It pains me to dish a kicking to our heroic Hyundai, not just out of consideration for Ollie's delicate feelings, but because it's rather become one of the family: an old farm collie, perhaps, not smelling quite so good as it used to, but ambling gamely on.

And, though it may not be the tidiest track car, the i20 remains a daft wee riot to drive, screaming its little lungs out as it tilts its way round the Red Bull Ring, shifts banging through the sequential 'box, interior rattling like an old washing machine on final spin cycle. It's a reminder of a simpler era of driving, when horsepower wasn't so easy to come by, when you had to work for every mph through a bend, when braking was less a right than an occasionally granted privilege. Slow and clattery it may have been, but the plucky Hyundai smeared a grin across the face of anyone who drove it.

Not quite such a grin as the Nomad, mind. If a more joyous, honest fast car than this exists on the planet, I'm yet to drive it. The Nomad is how you imagine driving would feel when you were a kid pushing Corgi F1 models across the kitchen floor. Perhaps even more than the Atom – and despite that windscreen – you feel part of the action, part of the very road itself, ensconced within the guts of the car, Honda engine blaring behind your head, suspension working just beyond your feet. It might not be *quite* so warp-speed as its track-ready brother, but the Nomad's still mighty rapid: 0–60mph takes something around 3.4 seconds, which is sufficient for most of us.

Tip into a fast corner and, unlike the dead-flat Atom, you get a yard of lean as the suspension weights up, followed by – if you keep pushing – the faintest yowl from the front end as you breach the limits of grip from the sensible tyres: no daft cut-slick rubber here, though Ariel would be delighted to provide it if you desire. More fun this way, though: a stab of throttle brings the rear into line, the Nomad flinging itself with joyful abandon at the next bend. It's track driving rendered on its most primal level, physics and mechanics laid bare.

The Atom, though an indubitably mighty machine, is a challenging thing to operate at its limits. The Nomad's thresholds are lower, which, for non-Stigs at least, makes it more satisfying to batter around in.



Price: £n/a
Engine: 1591cc 4cyl,
154bhp, 121lb ft
Performance: 0-62mph
in 7.5secs, 88mph vmax
Transmission: 6spd
sequential manual, FWD
Economy: 30mpg est,
250g/km CO₂ est
Weight: 1121kg

RANGE ROVER SPORT SVR

Price: £93,450
Engine: 5000cc supercharged V8, 542bhp, 502lb ft
Performance: 0-62mph
in 4.5secs, 162mph vmax
Transmission: 8spd auto, 4WD
Economy: 21.7mpg, 298g/km CO₂
Weight: 2335kg



Price: £30,000 est
Engine: 2354cc 4cyl,
235bhp, 221lb ft
Performance: 0-60mph
in 3.4secs, 136mph vmax
Transmission: 6spd manual, RWD
Economy: n/a mpg, n/a g/km CO₂
Weight: 650kg

OK, the Nomad does suffer a couple of tiny issues. Once you're firmly belted into place, it's all but impossible to twist your left hand back far enough to operate the handbrake (not such an issue on track; quite a big issue on a grassy hillside), while, perhaps more significantly, the lack of doors means that whatever's on the outside of the Nomad rapidly becomes on the inside: in this case, mostly pollen and, for one alarming moment, a substantial chunk of the Range Rover's wing mirror. But it's all part of the Nomadic sensory overload, plugging you directly into whatever surface you happen to be charging across: track, road, field, sand dune, volcano.

A couple of years back, I wrote that – if somehow gifted £50,000 – I'd buy an Atom and a leaky shed on a remote road in the Scottish Highlands and spend the rest of my days as a happy, warped-face hermit. I've now revised that. Instead, I'd buy an Ariel Nomad and a leaky shed nowhere near a remote road in the Scottish Highlands and spend the rest of my days bouncing around the moorland as a happy, muddy, warped-face hermit: a nomad in a Nomad. A joy on road, track and field, this car transforms any landscape into a personal playground. A grassy, classy number.















ercifully, I'm not sat here in the Tesla Model S modelling Bacofoil, and lunch was a beefburger, in lieu of Orwellian vitamin pills and intravenous nutrient paste. But otherwise, this is the future. The world's best electric car. Alongside

it is perhaps BMW's greatest achievement to date, the mind-blowing i8. Meet the first EV (and sub-£700k hybrid) ever invited to Speed Week, and they're certainly not here to offset our carbon footprint or as a sop to the noise limit obliterated earlier by a helicopter gunship playing chicken with a McLaren P1 GTR.

No, I'm gliding out of the pitlane in the Tesla with total impunity because, quite simply, it's the fastest car here. That won't be news to anyone with a working internet connection really, as the Model S has surpassed surprised cats and Russian dashcams to become the darling of YouTube virality. Search for 'P85D drag race' and you'll tumble down a virtual rabbit hole of Teslas obliterating McLarens, Lamborghinis and (look away, Generation PlayStation) Nissan's drag-race king, the GT-R, from standstill.

The Model S has been irritating automotive aristocracy since 2012, but it's the 'P85D' moniker that's critical for the car's online stardom and alarming, pulverising acceleration. The '85' signifies the flagship's 85kWh battery output, which makes this the M5 among 5-Series, if you like. 'D' stands for dual-motor, and is the subtle key to this 2,100kg, five (or seven)-seater saloon's rocketsled performance.

In addition to the rear axle's 464bhp e-motor, which was already potent enough to make the Model S ballistically quick for a Panamera-sized barge, the D adds a 218bhp motor to the front axle. So how's this for a g-force recipe: all-wheel drive, 682bhp, and 695lb ft on demand with so much as a wry glance at the throttle. See, Tesla founder Elon Musk ain't no Bond villain. He's bringing frankly philanthropic power to the people.

It's the instantaneous nature of the acceleration, rather than its sheer quantity, which uproots your intestines and peels back your eyelids. In fact, I'm not sure 'acceleration' is the right term. That implies gaining speed, which the P85D doesn't, really. It's trundling one moment – zooming the next. Christening the power delivery 'Insane Mode' is a tad gratuitous, but Tesla deserves to willy-wave a bit. Nothing on four wheels is as softly spoken, but wields such a large stick.

As just one example of how Tesla is mulching the car-industry rule book, consider that shortly, every 85kW Tesla will get faster overnight. While their owners sleep, Tesla will release an over-the-air update to the ECU, automatically downloaded to each individual car. Your iPhone can barely do that. The tweak drops the official 0–62mph time from 3.2 to 3.1 seconds dead – half a length ahead of a well-driven McLaren F1. In a world where racing teams blow millions per shaved tenth, caps should be duly doffed to a family saloon which quite literally achieves overnight success.

I stagger from the Model S and tumble into the i8's hammock-low seat. Immediately it feels sedate – vulgar



DRAG QUEEN

Stripping this pair down to the bones exposes why we might have to totally relearn our approach to handling after the oil-pocalypse. The Tesla's body is all relatively lightweight al-oo-min-um, while the batteries - which make up around 25 per cent of the car's overall mass – nestle in the chassis belly, giving the Model S an identical centre of gravity to a Ferrari 458. The i8 too uses aluminium, but arranges its cells in a central spine and houses the occupants in a separate carbon-fibre shell. So, maybe one of the unexpected boons of post-oil motoring will be higher cornering speeds. Hurrah!



even, when its fossil-fuel motor thrums into life in the middle distance. But we've learnt not to underestimate the i8: not as a continent-spanning GT, nor as a true sports car to upset Europe's best, and, yet again, it rises to the occasion on track.

You can't be greedy with turn-in speed. The tyres trade surface area for aerodynamics, there's a healthy dollop of roll, and the steering's lightness doesn't lead you to lean on the front end. But once the i8's settled, you can lean so hard on it. You sense the centre of gravity is around your ankles, so you let the car flow into the bend and patiently feel the suspension compress. Then take aim, and fire.

The i8's 185lb ft of electro-torque drags the front axle out of slow corners with laser-guided accuracy, and just as the invisible current of urgency begins to tail off, a 228bhp turbo afterburner introduces the i8's second wind. Good old-fashioned combustive power is best deployed on the long drag uphill to Turn 2. While the P85D romps up to the ton, then labours every extra mph, the i8 effortlessly tops 125mph as you brake for the dicey right-hander, marvelling at how little corruption greets you deep in the brake pedal's travel as its inverter hungrily regenerates electricity.

Brakes, not power, are what prevent the Tesla hanging onto the i8's coat-tails across an entire lap. Following Tom Harrison in the i8, I was on the radio within two laps to ask him to hang back so the cars would appear in the same shot. Fade or brake lumpy regen isn't the culprit – it's just the sheer amount of weight they have to deal with. At 2,106kg, the Model S is a whole Caterham heavier than the i8, and requires plenty of space to shed its prodigious pace.

You're expecting me to tell you that means it's utterly pants the rest of the way around the track, aren't you? So was I. Got the thing stopped, turned in, heard the tyres groan and congratulated myself on predicting the Tesla would roll over onto its recessed doorhandles. Wrong.

Because the Model S's 18,650 cells live under the cabin floor in the bombproof 'skateboard' chassis, its centre of gravity is snake-low. Since it's four-wheel-drive and hefty, I was driving it like a big Audi, juggling the mass transfer and expecting understeer. But because the heavy bits are slung along the length of the chassis, there's naught but fresh air where, say, an RS7 houses a bloody great V8. So the nose simply tucks in, and you can carry quite extraordinary speed. Uncanny, wondrous, range-decimating speed.

Neither of these two Car v2.0s were anything like as out of sorts on the Red Bull Ring as I'd feared. The i8 actually runs the Huracán close as the most approachable mid-engined supercar I've come across. Think of these, then, as an automotive Turing test.

In 1950, Enigma-cracker Alan Turing predicted you'd be able to hold a plausible conversation with artificial intelligence within a century. On the evidence of Apple's Siri and ever-improving car voice control, we'll probably manage it by the next decade. Even five years ago, no one would believe a battery car could leave you speechless on a circuit. Long before our track days turn dystopian, this sensational pair already has.





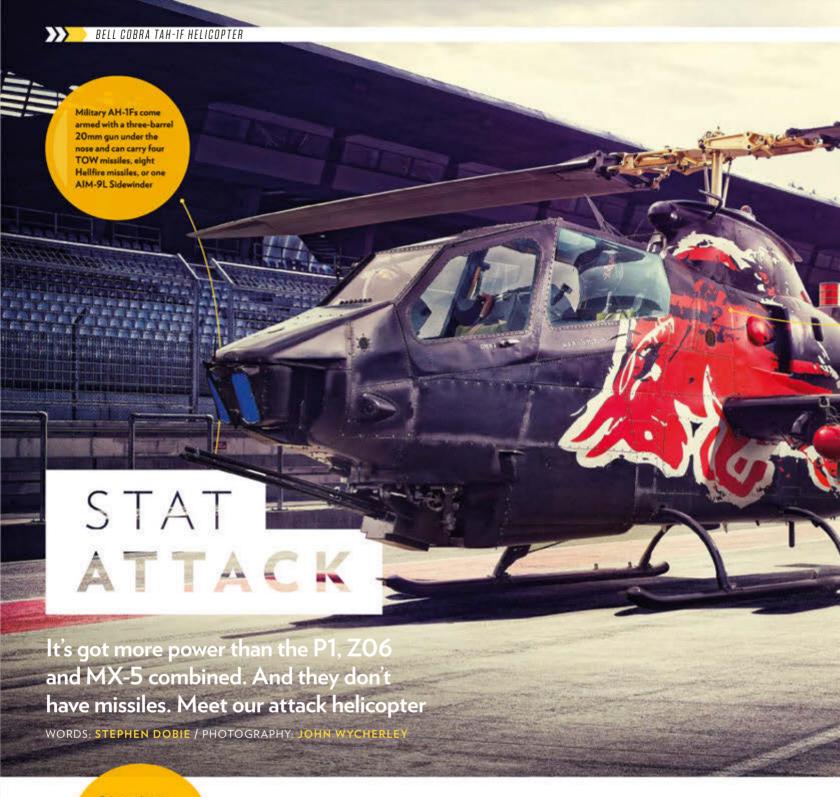












Cobra production started in 1965 and numerous iterations have seen 1,116 made. 'Our' TAH-1F was acquired from the US army in 2002 and rebuilt

IT'S SPEED WEEK'S PRICIEST ENTRANT. At around £7 million new, it's equivalent to filling your dream garage with all 19 cars here. Twice.

But you get what you pay for. The thing isn't even moving and we've regressed back to schoolboy impishness, mouths agape as we produce an identical set of pictures on each of our cameraphones. Even Bruno Senna scampers over, grinning like an idiot as he finds more and more details to throw at Instagram. Missile buttons! Gunner controls! Smoke cannons!

Impossibly narrow yet impressively long, the Bell Cobra TAH-1F is a bewitching thing from every angle, emanating devastating potential despite the fact it's been neutered by Red Bull branding. Its role has morphed from weapon of war to entertainer, as one of the 19 various aircraft and

helicopters that comprise the Jägerbomb host drink's 'Flying Bulls' collection.

While smaller choppers carry out the stunts – pilot Siegfried 'Blacky' Schwarz using one to backflip himself into the helicopter aerobatics record books – the Cobra is all about noise and speed, its 218mph maximum available from as little as 10cm above the ground.

The Cobra was the first attack helicopter to place the pilot's seat behind and above the rifleman's, yielding vantage points that allowed them to swap roles. It entered service in the late Sixties, earning its stripes in Vietnam, acting as air support for ground operations as well as partnering the Scout observation chopper as the deadly half of a 'hunter/killer' team. Pacifist? Take solace in the more recent Cobra speciality of forest fire fighting.









BELL COBRA TAH-1F ATTACK HELICOPTER

Price: £7,000,000 **Engine:** T53-L-703 turboshaft, 1800bhp Top speed: 218mph Cruising speed: 184mph Economy: 88 gallons per hour Dimensions: 13.8m (I), 4.2m (h), 3.2m (w), 13.4m (main rotor) Weight: 2994kg (empty),

4536kg (max take-off)

Today, it's faced the more obscure task of hosting Rowan and his camera, hovering metres above 18 moving cars. Oh, and a race against the McLaren, narrowly losing to the stopwatch but winning the hearts and gasps of the watching crowd.

It's all in a day's work for Blacky, who tours the world doing bonkers things in helicopters, an enviable career step after chopper training in the army and 21 years of mountain rescues. "Yeah. I have a good job," is his crushing understatement. I've spoken to him for about four minutes, which I class as adequate niceties before saying: "Can I have a go, please?"

And so I'm in the rifleman's seat, instinctively using the international pointy finger signal for 'helicopter take-off' while avoiding an inadvertent shoeing of the ominously accessible floor pedals.

After demonstrating the Cobra's ability to nosedive at near 90-degree angles from bum-quivering altitudes, Blacky carries out a fast lap of the circuit. Christ, this is quick: memories of eye-widening runs up the back straight in the Nismo $\mathsf{GT}\text{-}\mathsf{R}$ crumble as we barrel along before the necessary, dramatic climb up to and around the awkwardly tight second turn.

It's gobsmacking, grin firmly fixed behind the furry-ball microphone of my three-sizes-too-big helmet as we power round, the whirlybird's-eye view revealing just how imperfect my cornering lines were in mere motorcars.

The most astonishing thing? It's all balletic, with none of the funny-tummy rollercoaster feeling I'd bargained for. Blacky's right – it's all noise and speed, and everyone's smitten by it. Seven mill? Worth every penny.



EV-352KG

We know how Italian and German supercars are supposed to behave, right? Lamborghini and AMG didn't get the memo... WORDS: SAM PHILIP / PHOTOGRAPHY: JOHN WYCHERLEY

BEGTED

he diversity of the engines on show in the 1966 Formula One season would have sent any self-respecting UKIP candidate into meltdown. The '66 starting grid saw 2.0- and 3.0-litre V8s, a 1.0-litre inline four-cylinder, a Ferrari V6, a host of V12s and, most remarkably, a 3.0-litre H16 from BRM. An H16! Reports of the day noted its racing success was limited due to being "heavy and complex". Imagine.

Such drivetrain diversity has, of course, long departed F1. Same story with other corners of technology, too. In the early days of what we now call smartphones, way back in the mid-Noughties, there were flippy phones and slidey phones and phones with unwieldy great fold-out keyboards. Now all smartphones look give-or-take like an iPhone. The first efforts at boiling water using the power of electricity doubtless generated some pretty wild designs, but now all kettles look like, um, kettles. As the rate of technology increases, so diversity tends to decrease.









With one exception: fast road cars. Just look at the variation here at Speed Week. The electric Tesla P85D and hybrid BMW i8 may represent the very corners of the sports-car envelope, but even this Huracán and AMG GT S demonstrate there's no status quo when it comes to flinging a couple of humans down a stretch of tarmac.

Sure, both have four wheels and two seats, both drink petrol, but both offer entirely different solutions to the challenge of going quickly. In the red corner, the frontengined, rear-drive German with a turbo V8. In the sort-of-greyish-black corner, a four-wheel-drive Italian with a nat-asp V10 mounted midships.

Not only are they as different on paper as chalk and, y'know, Bavarian dog cheese, but so contrasting are the Merc and Lambo to drive that they feel not only of different breeds, but different species entirely.

Before its launch, I had the AMG GT S pegged as a compact, lithe, accessible rival to the Porsche 911. It really isn't. This thing is a *Sturm und Drang* muscle car, a growling, brawling lump of V8 with enough chest hair to comb upwards into a gristly pair of sideburns.

The 4.0 twin-turbo V8 might not have quite the whipcrack responsiveness of the SLS's old 6.2-litre natasp unit, but it's brutally effective nonetheless, serving up a savage thump of low-end torque that morphs to a mosh-pit metal roar past 5,000rpm. If you've seen *Mad Max: Fury Road*, imagine that film's deafening, petrolly soundtrack compressed into a small two-seater cabin. Entertaining? No doubt. Intimidating? Just a bit.

As is the driving experience. As in its big-brother predecessor SLS, you sit way back near the rear axle of the GT, surveying a vast prow of bonnet ahead. The front wheels feel several postcodes distant, while your posterior seems nestled right between the rear wheels, receiving every slip and shimmy in High-Definition Butt-O-Vision.

It all leads to a slightly disjointed feeling: whereas, in the Lambo, you feel right in the middle of the action, the four corners of the car pivoting around you, in the Merc you're the pendulum. That's the case with all frontengined, rear-drive cars to some extent, but the AMG feels more so than most, despite the V8 actually lurking entirely behind the front axle (in fact, the Merc's weight centre is, oddly given its profile, actually a fraction behind middle).

That sensation of distance is magnified by the steering. Though the variable-ratio set-up gives the Merc a rabidly quick front end, it comes at the expense of genuine feel. Rather than sense through your fingers when you're running out of grip on the front tyres, you have to just chuck the AMG in and hope it'll stick. It does.

Sometimes too much. To the great surprise of the Speed Week crew, the AMG GT S wasn't keen to do sideways, and not just in my greasy, flailing hands. Maybe it was the track temperature, maybe the Red Bull Ring's sticky tarmac, but even TG's finest merchants of oversteer struggled to coax the Merc into steady, controllable slides.

Partly that's because switching the AMG's stability and control systems to Actually Properly Genuinely Off is a complex operation requiring the code-breaking skills of a Bletchley Park ace. But, even when we finally breached the mainframe and vanquished the nannies, the Merc still proved surprisingly spiky in the oversteer department. A strange state of affairs, given that most of AMG's produce generally desires to chuck itself into a drift at the least provocation: exiting a supermarket parking space, say.

"THEY ARE AS DIFFERENT AS CHALK AND DOG CHEESE"

But that's with traction control off. Dial the settings back to Sport+, and you find a sports car with a serious amount of grip and pummelling pace. Even so, the AMG reminds me of the BMW M4 we brought to last year's Speed Week: no question fast, no question an impressive technical achievement, but a car that keeps you slightly at arm's length from its innermost, oily workings.

It might seem a little unfair to line up a Mercedes sports car against a Lambo supercar, but they're not so far apart as you might think, these two. The Merc doesn't give away much in the power department, the GT S's V8 making 503bhp against the Lambo V10's 602bhp. And sure, prices may start just under £100,000 for the Poundland-spec, 469bhp AMG GT (OK, it's all relative), but if you want this full-fat GT S and a few goodies, you're looking at the fat end of £140,000. The Huracán starts at £180,000, though of course you can punt it way north of that with some injudicious optionry.

You know what? It might sound churlish to describe a £180k lump of Italian exotica as representing decent value, but the Huracán does at least offer two cars for the price of one. On the one hand, it's a rare-breed V10 loon, that grand, naturally aspirated engine climbing to a cortexmelting shriek as it closes in on an 8,250rpm limit, every brush of the accelerator returning an instant, savage response. On the other hand – and at the very same time, no less – it's the most usable, friendly of 4WD sports cars, one that encourages you to wring every last drop from the engine and tyres, that precise double-clutch 'box a lifetime removed from the thumping robo-manual in the Aventador.

The 4WD set-up is equally sublime. In a tight corner, you can feather the Huracán between under- and oversteer on the throttle, the multiplate clutch shifting power seamlessly between front and rear. It never feels like it's going to bite – it's always entirely on your side. There has surely never been a more approachable, exploitable mid-engined supercar than this one. Through your hands, your backside, even your ears, you know exactly what the Huracán's up to, exactly when it's considering letting go. I realise this is the sort of sentence one might write a couple of weeks before being found deep in a field somewhere in Norfolk, clinging forlornly to a detached steering wheel with shards of Lambo decorating the surrounding hedgerows, but until that point I'm sticking with it.

As when we tested the Huracán on ice in our big Sub Zero extravaganza a few months back [Issue 268], I'm struggling to spot the catch with the Huracán – beyond, y'know, the fact it costs £180,000. Rear visibility is not too hot, but hey, if the view out the back is your biggest concern, you probably won't be shortlisting a mid-engined Italian supercar. And some might find the



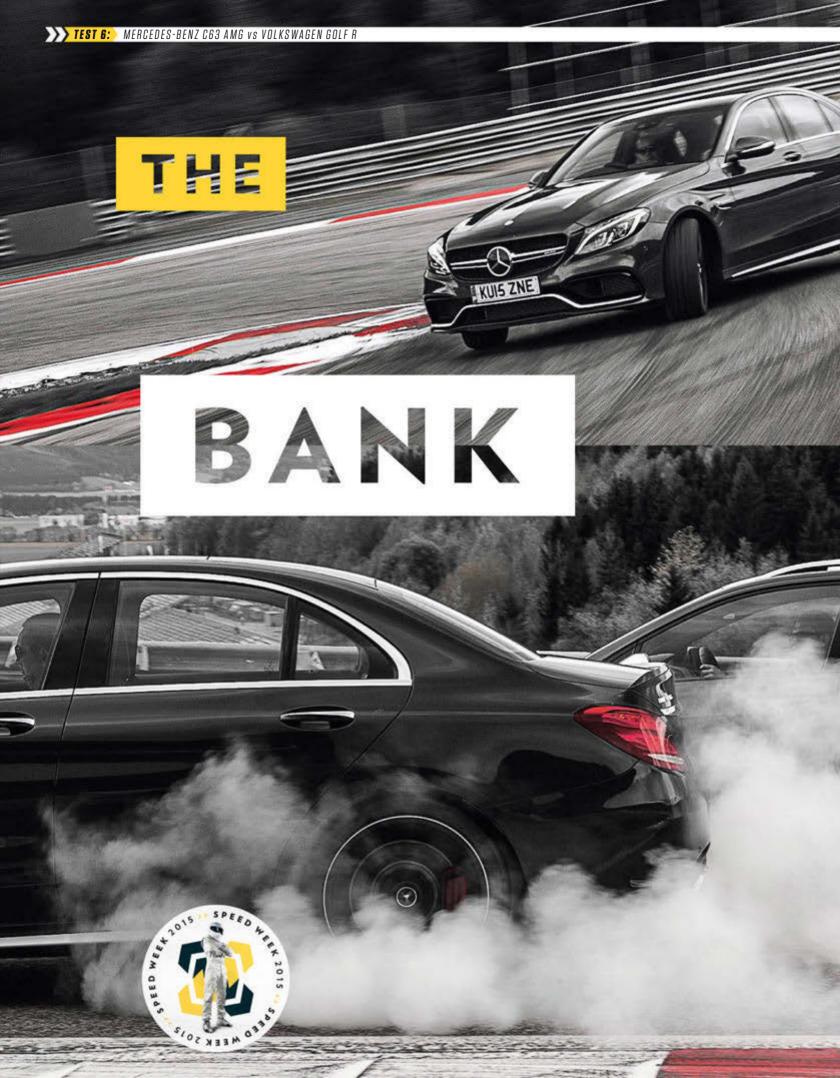




cabin – with its points and strakes and jet-fighter-inspired whatsits – a bit juvenile. But again, isn't that rather the point of a mid-engined Italian supercar?

Yes, the Huracán is less bitey than its predecessors, but sanding Lambo's traditionally sharper edges hasn't resulted in a car that feels blunt, homogenised or watered-down. It simply makes more of that prodigious power available more of the time. Sure, there will be faster, spikier versions to come – a GT3-inspired Super Trofeo or similar, likely a lightweight Superleggera, maybe a RWD-only variant too – but this oh-so-tame base version is plenty for me, ta.

The AMG GT S is, no doubt, a compelling car, one that requires a concerted effort to learn to get the best from it. And in this broadband-enabled, content-on-demand, instant-streaming world in which we live, maybe that's no bad thing. Just don't expect to jump in it and be an instant hero. The Lambo, conversely, crowns you a driving god each and every time you wriggle down into its low, bolstered seat. It's a screaming supercar and friendly, four-wheel-drive sports car in one. Diversity, innit?

















Understated body meets overworked back tyres. Winning combo



erfect family cars? To those of us without kids - or an unhealthy obsession with films such as Drive - they're perfect getaway cars.

Why so? Plentiful space for purloined valuables, the pace and precision required to effortlessly

escape the law, and looks subtle enough to fox the casual observer. "What car were they in?" "Er, a blue one..."

Of course, subtlety has hardly ever been present in AMG history; audaciously smoking rear tyres and thunderous soundtracks are typically dish of the day. And dowdily restrained as it looks, the new C63 will - of course - oblige rapscallion tendencies.

AMG's bestseller joins the performance division's twin-turbocharged era in some style; there's a 470bhp 'entry' version, but the more potent C63 S, blazing all of its guns here, uses a wet-sump version of the 503bhp 4.0-litre bi-turbo V8 found in the AMG GT S and squaring up to a Lamborghini elsewhere on track.

As such, remorseless tyre abuse isn't much more than a puckish throttle jab away. But the car's finest trick is satisfying below its limits - crucial, given the sheeting rain as I head out for my exploratory laps of the screamingly fast Red Bull Ring.

Clambering into a 500 horsepower hot rod ought to be a silly way to learn a race circuit, but there's much about the C63 that welcomes. The steering, for starters. With more weight than big brother AMG GT's rack, it does a much better impersonation of feel, and it's also wonderfully quick and accurate for a 1.7-tonne car.

Filling the empty engine bay left by Mercedes's ripsnorting old 6.2-litre naturally aspirated V8 was always going to be tough, but this 4.0-litre comes close. I'm assured it burbles away nicely when the various adjustable modes are toggled to Comfort, but we're on an F1 track. As soon as I realise the C63 won't snap me nastily into the kitty litter, I've prodded everything to its raciest setting.

Once done, the noise is pure blood 'n' thunder. It sounds naughty enough being shunted around the pitlane. Passing 120mph on the straight between Turns 1 and 2? Goonish giggling is involuntary, and only exacerbated by the tight, uphill exit of Remus, should you have curtailed the electronic nannies...

Drive it hard, and the C63's bulk naturally leads to understeer. But its front-engine/rear-drive layout the way cars always used to be - allows you to counter this if you're comfortable, a smudge of slip at the rear tightening your line and, corner after corner, yielding a properly rapid flow around the circuit.

The C63 sits slap bang in the sweet spot between the spiky M3 and numb RS4. But that description downplays just how riotously fun it proves on circuit, shrugging off its chunky kerbweight, shimmying its way out of corners and thundering down the straights like the staidly suited hot rod that would slip so easily into all of our lives.

Which is exactly the role most of TG Towers had set aside for the Golf R Estate when Volkswagen whipped the covers off it. The hatch, don't forget, wowed Speed Week 2014, being fun and interactive in a way the go-fastest Golf simply never had been. Add the wagon body's Ford Mondeo Estate-trumping 1,620-litre loadbay, and cloyingly overused phrases like 'world's best all-rounder' end up being wantonly flung around.

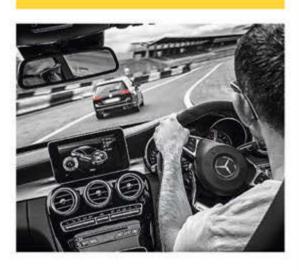
We're here to fling the car around, though. After the Merc, you'd forgive the R's 296bhp 2.0-litre for feeling puny. It has half the cylinders, turbos and cubic capacity, after all. But it also has a couple of hundred kilos fewer to haul. Its torque is delivered good and early, as you'd expect from such a boosted engine, but equally it's not averse to being revved, and while the hatch's manual option is absent, the DSG paddleshifter is snappy enough to stop your heart aching too much. The steering is overly light and the synthesised soundtrack is a bit of a dud, but real bugbears stop there.

After the RWD Merc, the AWD Golf casts a forgiving safety net very wide with oodles of grip at both ends. Once the circuit dries, in fact, it takes real juvenility to extract anything other than behemoth traction from it, a hot hatch-esque bung unsettling things and finally revealing the exploitability I enjoyed so much on my most memorable experience of the hatchback R. On slippy, bumpy British roads rather than a silk-smooth Austrian racetrack, I admit.

It remains a classy thing, and with barely fallible grip and bombastic pace, it acts the diddy Audi RS6 for less than half the price. But I'd argue its talents are so well acknowledged now, the Golf R's shock value has, somewhat inevitably, evaporated.

No, the surprise factor this year belongs to the repmobile that thinks it's a race car, the AMG that's so much more than an overburdened rear axle. We knew the C63 would be good, but no one dared bet on it being great. Wannabe getaway drivers need look nowhere else.

THE NOISE OF THE MERC IS **PURE BLOOD** 'N' THUNDER"





Three exceptional sports cars refined, distilled and clarified to be the best they can be. Prepare for the War of the Ring WORDS: TOM FORD / PHOTOGRAPHY: ROWAN HORNCASTLE

t would be helpful if the weather could make its mind up. Bone dry would be preferable. Wet is at least an understandable theatre of war. But, at the moment, the sun is poking untidy, meddlingbastard fingers of warming light

through the clouds and making the dampish track surface a patchwork of lies that plays hell with any attempt at consistency. In this situation, the only consistency I'm really concerned with is to remain consistently not buried in the barriers.

It's been tricky. First, there are the cars: a Ferrari 458 Speciale, a Nissan GT-R Nismo and a Corvette Z06. None of which is exactly learner specification. Second, there is the issue of 'manufacturer optional' tyres. Tyres that, on all three, look pretty much like slicks grazed with a warm soldering iron. Not so much tread as the rubbery ghosts of sipes clinging mournfully to existence. I know this sort of tyre: sticky and comforting when warm and pliable, china-handgun useful in the cold or wet. And instead of a track that is small, tight, generously on-camber and dry, all I have is a circuit that's huge, fast, patchily moist and littered with spiralling, off-camber descents. Dammit.

Still, it's hard not to be excited. The Ferrari looks wonderful, a 458 with an extra tickle of aerodynamic fancy and 40bhp's worth of stripes, the Corvette confidently aggressive and very yellow, sporting here the Z07 track package, which includes carbon-ceramic brakes, ridiculous tyres with little lightning strikes and extra aero sprouting from various strategic positions, and the Nissan looks like it's been torn from the pages of a Manga comic, all swoops and gaps and stickyout bits of neo-brutalism.

Loins sufficiently girded, it's the Ferrari that draws me first, simply because it's been making so much bloody noise. Now, you may have expected the Ferrari to be lining up against the Lamborghini Huracán, but this little grouping is more relevant than a traditional domestic Italian civil war. This is where focus is delivered: the cars manufacturer-modified to deliver more on a track. Not 'track specials' so much as honed road cars, but the ones that offer that bit more than before. The Ferrari, after a bare few laps, turns out to be a fair bit more than that.

The Speciale is something of a final, firework flourish for the 458 Italia before it gets superceded by the turbocharged 488 GTB, and when it comes to naturally aspirated genius, it's not so much a bonfire-night rocket as a very noisy surface-to-surface missile. Though the word 'noisy' feels inadequate when describing what this 597bhp, 9,000rpm V8 sounds like smashing repeatedly into the rev-limiter. 'Borderline illegal' is probably more appropriate, if only because 'sonic battering ram' sounds too much like something in Doctor Who's toolbox. But, honestly, this isn't just evocative (it reaches right into your autophiliac hindbrain and flicks switches usually reserved for private use, and it's not some magic valve system, either) - get anywhere above about 1,800rpm and the exhaust will start to blare like God's own trumpet.

The noise is just part of the story. The engine has been modified with high-lift cams, different pistons and shorter inlet tracts (as well as that exhaust) to produce something of a masterpiece. The fact that it still has

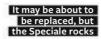












nearly 400lb ft of torque is nothing short of spectacular, and is down to a compression ratio of 14:1. Big news, because it means that for each stroke of a piston, the Speciale is harvesting as much mechanical energy as possible from every gulp of fuel and air. Context? The Speciale has a compression ratio more like a motorbike's - most petrol cars don't get above 10:1. Even current Formula One motors are lower.

What it translates to is a car that feels like a racer, but doesn't have the peaky, irritable nature of a dedicated track addict. It's really very easy to dodder about in, 7spd F1 'box flipping between ratios like a street magician shuffling cards. Inside, it's all bare carbon and winnowed luxury, something that reflects engine noise and makes it even louder, and you do get the innate sense that weight has also been gently culled from other areas. It has: the Speciale features lighter alloys in the basic aluminium structure, a lighter roof, carbon airbox, plastic rear window and shaved glass all round. Even the wheels are more delicate than the standard car's, the whole array amounting to a roughly 90kg loss from standard.

But when you go fast, things change. The relative positions of your internal organs, for a start. Acceleration is fierce, and linear. Not a huge surge, but a building wave. The steering is perhaps the most





accurate and fierce of anything here, and you can place the car to the millimetre, with a level of feel and transparency that allows you to tell what colour the kerbs are without looking. And it just feels *together*, front and back and side-to-side. It's a cliche to say that you become a fully functioning part of the Speciale, but cliches are often based on absolute truths. This is that immersive experience. And because it's so innately connected, if you do overstep the mark, it slides with grace. Especially if you find the right balance of the electronics with the side-slip control and F1-Trac diff, because it basically allows you to slide, yet heroically stops you from spinning.

It's not without its foibles, mind. Even though the bespoke Michelins can take a whole heap of abuse, if you lift quickly, you can upset the modified aero enough to make the Speciale give you a proper warning wriggle. The reshaped rear spoiler and wide diffuser, as well as a widget of passive, deforming vanes, produce an entirely believable 210kg of downforce at a relevant 125mph – the long lefts of Pirelli and Würth Kurve, as well as the kink on the straight before Remus, get eye-widening if you don't trust it.

It's a total and utter contrast to the black, menacing GT-R. Now, I was expecting the Nissan to be fast, but I





didn't expect it to hurt me. Actually hurt. On some of the long left-handers, I had to bear down into my core and crank my neck rigid just to make it around semiconscious. And there was a distinct feeling that with all the blood pooled into the right-hand side of my body, my heart just might pump air rather than liquid, delivering the world's most flatulent heart attack. Honestly, the grip it produces for a road car is simply astonishing. And it feels much more mechanical than aerodynamic. Yes, the Nismo has an extra 100kg of downforce over the standard GT-R, thanks to bits nicked from the Super GT racing car, including a wider front end, lengthened rear bumper and that big, tuner-tastic boot wing, but that stuff doesn't come into play until silly speeds.

What it does have at sub-light speeds is custom-developed Bilstein DampTronic dampers, different – hollow – anti-roll bars and new upper links for the suspension, the astounding ATTESA E-TS all-wheel drive and those super-sticky Dunlop tyres. The 3.8-litre bi-turbo V6 has also had a few tweaks, but again, it sounds like a little that translates into a lot.







The turbos are stolen from Nissan's GT3 racing car, there's a new ECU controlling both them and the higher-capacity fuel pump, and although a 50bhp/14lb ft jump over standard doesn't sound like much, it feels like it: the Nismo feels like it spins faster, breathes more freely, gets going with more hunger.

What that package gives you is the ability to set the car into a corner, all but floor it, and cannon out of the other side with all of your features swept to the opposite side of your face. It will oversteer in Race mode, but guessing at the relative speeds, I think you're probably better avoiding the GT-R's showboating, nailing a decent line and making use of all that delicious traction. Given the slingshot, you can then use brakes that cause you to make little involuntary 'oof' noises, a gearbox that feels even quicker than standard, and a more fluent feel than any GT-R I've ever driven. It feels lighter than usual (it is, but only by a marginal 20kg, thanks to carbon bucket seats and a few other bits), more direct, more pointy than ever before. It's more aware and connected, and turns in neck-snappingly hard.

The steering isn't as sweet as the Ferrari's, the engine noise is whooshy and metallic in comparison, and where the Speciale requires delicacy and feels tippytoes nervy, the GT-R is real scruff-of-the-neck, bootin-the-face stuff. But when it comes to nailing a lap time, I don't think I was far off the Ferrari – even with similar power and a 300kg weight disadvantage. The GT-R has grip and mid-range wallop that'll make you feel sick. In a good way. It's not exactly poetic, but it's about as effective as it gets.

Which brings me to the Corvette, which turned out to be, frankly, a bit scary. The Z06 gets an Eaton-supercharged LT4 6.2-litre V8 making 650bhp (a lot) and 650lb ft (a very lot). But the bare horsepower isn't really the abiding impression – it's the torque. From 2,500rpm to 5,400rpm, you get a kidney-popping 592lb ft. On track, that translates to a car that will go fast in any gear, at any time. And one that can spin its rear wheels, even bound with enormous track-spec 335/ZR20 Michelin Sport Cup 2 tyres, whenever it wants. It's the only manual here (and a 7spd), and although the throw is long, the lag between gates is soon negated by the blow-to-the-forehead delivery once the clutch plates are back together.

I think the GT-R may have given a false sense of security, but in the Vette I was definitely much, much quicker with its Performance Traction Management system fully engaged in Track mode, and the electronic LSD working hard, rather than everything off. And, boy, does this thing make a case for itself. All the good bits of the Stingray, but with more of everything: 37 per cent more power, 40 per cent more torque. Better – sometimes astonishing – carbon-ceramic brakes; a great bass-gurgle of a noise; flat, hard cornering, thanks to sophisticated magnetic damping, and the ability to spit the world backwards on any given straight.

But the Z06 is also a car that requires you to step up. Driving it fast is easy: driving it to its potential is another thing entirely. The steering feels a little fake-heavy, and it doesn't have the adjustability of the Ferrari or the four-square grip of the GT-R. The bonnet feels long, and you're not – quite – as connected as the other two from the flat-feeling driving seat, almost hanging on a bit too much. The tyres also take several laps to get warm, but when they do, the yellow peril's resistance to understeer

















Side Slip Control means you can play safely in the 458





is bordering on the absurd, and it takes time to trust it. There's also the small matter of gauging how best to deploy the engine, or you just waste time sorting out the surfeit of everything it provides. But when you get it right, it's bewildering. It actually makes you giggle, this Z06, and I'm not sure if there's a better recommendation than that. It's not perfect. But it is a big-hearted, unapologetic, brilliant sports car.

So which is best? Well, it would be copping out to say all three, but none of these is a dud. They'll eat very much more expensive supercars, and laugh while doing it, take to the track and deliver an experience that'll tattoo itself on your brain. They fit their respective briefs perfectly. But the GT-R is the least immersive of the three. It's possibly the quickest (certainly in the wet), but it really is about the winning, and not the taking part. If you want to humble other people, then it has no competition. But it's starting to feel its age and isn't as visceral as the other two. The Vette and Ferrari are harder to call. Completely different. Both intensely satisfying, but for totally different reasons. We need more time. And more roads. I think this one is going to lead to an argument...







The original two-seat funster is back in its fourth iteration. Time for some track action

WORDS: TOM HARRISON / PHOTOGRAPHY: ROWAN HORNCASTLE

y s c c w it

y radio crackles into life. "Tom," it squawks, from one of the MX-5's cupholders. "Where are you?" It's my colleague Sam Philip, and he sounds worried. I'm not going *that* slowly, but it's not been 20 minutes since The Boss

gathered us together in Garage 11 and left us in no doubt that, should we embed something in the Armco, he would be most unhappy. I have been missed. "Don't worry, I'm on my way back," I reply, as I round Pirelli at half-speed. Which, in the Mazda, is maybe 6mph.

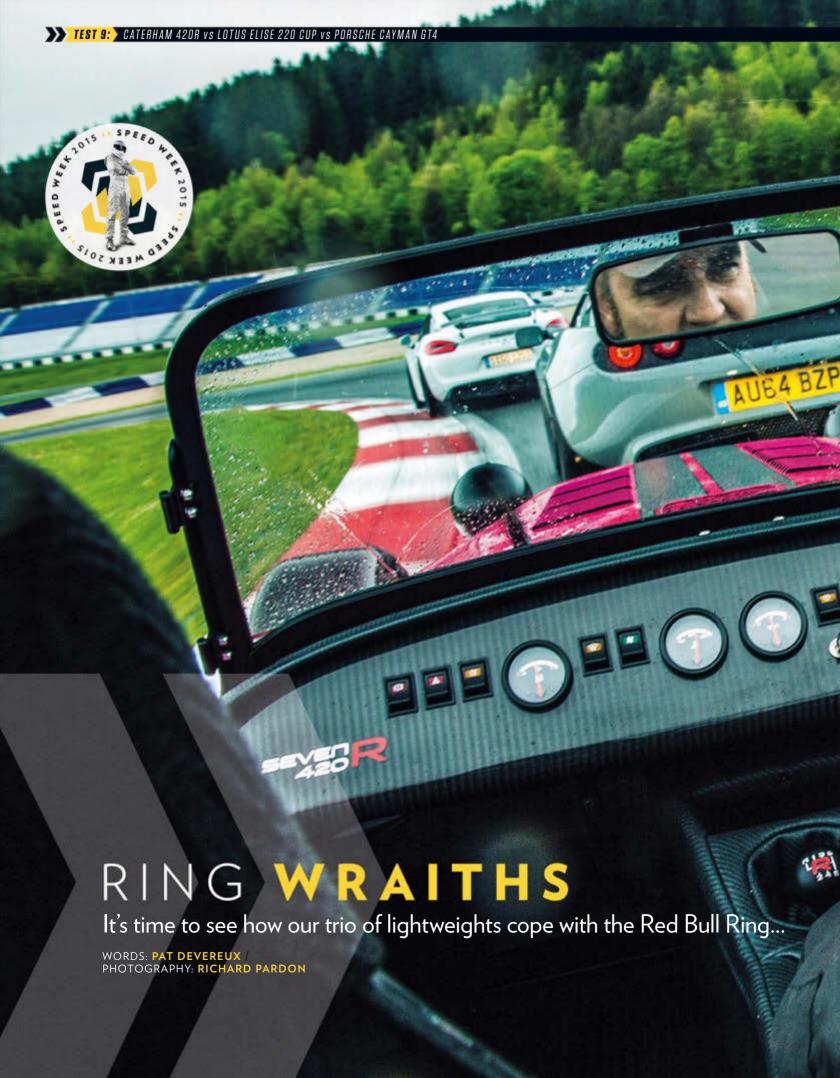
Fast, the all-new MX-5 is not. In this company, 0–62mph in about nine seconds feels almost inadequate. Particularly if you've just stepped out of a Huracán. Oops. But speed isn't really the point of the Mazda. It's how big it is, which isn't very, and how heavy it is, which, again, isn't very, and how that makes it behave. At 3,915mm end to end, it's shorter than the 1989 original, and 100kg lighter than the car it replaces. It looks lighter, too. Certainly less substantial than the rounded MkIII and, to my eyes, much better-looking. Modern, yet classically proportioned. It just works.

You can get a 2.0-litre if you really want it, but Mazda reckons this 129bhp, naturally aspirated 1.5 showcases the MX-5 in its purest form. And they're probably right. It's a peppy, eager thing, with a fairly gruff exhaust note when you're on it. Which is always. You never feel as though the lack of outright grunt is holding you back. In fact, chasing and maintaining momentum is great fun (and means you can amuse yourself at half-sensible speeds), as you work the superb six-speed manual 'box, wring out the little engine for all it's worth and manage the amusingly soft suspension. Yeah, it's a bit rolly, but that's part of the fun. It's almost like driving a classic – a Lotus Elan or Triumph TR6 – only with air-conditioning and DAB.

And it'll drift. A bit. There isn't enough power to initiate or maintain a slide as you might normally – with a liberal poke of the accelerator – so you really have to chuck it into the apex, relying on the rapid change of direction and weight transfer to break the skinny rear tyres loose. And, when it does go, catching it is easy as.

And that's why we love the MX-5. It's easy fun. Easy to drive, easy to live with, easy to fall for. It's one of those cars that, as soon as you open the door, demands you thumb the start button and take it for a long, meandering, purposeless drives. And, brilliantly, it never feels as though it's merely tolerating your driving, however ham-fisted – it excites and encourages in equal measure, without ever feeling even slightly intimidating.

The MkIV is truly the restitution of the MkI's gamesome spirit, and for that it should be much applauded. There's certainly no doubt in the collective *TopGear* hive-mind that it deserves its place at the winners' table. And were it not for its pre-prod status and lack of numberplates, we'd have been seriously tempted to get it out on the road...



ompared with the Ferrari and Lamborghini collection, this might look like the short-straw group. Especially on a power circuit like this one, where you need all the bhp you can muster to haul up the long hill from Castrol Edge

(Turn 1) to Remus (Turn 2), then fire you out of there and along to Rauch (Turn 3). But that's not the case. Because this little trio has been designed to wring out as much fun as possible from every mile of road or track you point them at. These are the real-world supercars.

The evergreen – or dog-lipstick pink in this case – Caterham doesn't need a huge amount of introduction, as it's been around longer than any of us can remember. But, because they all look the same, what does need clarifying is which one we have here. After bringing the self-bodged, Caterham-fettled 80bhp 160 to last year's event, we went for the other end of the spectrum this time. Not the faint-inducing 620R, but its slightly tamer 420R brother, the fourth step on the five-rung ladder of Caterham madness.

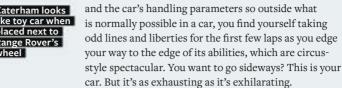
The R denotes it is fitted with the Racing pack, which includes a limited-slip diff, better brakes and suspension among other things. It's also available as a 420S, which specs it for the road, bringing softy things like carpet, heaters and a roof into the mix. Using a slightly more powerful version of the 2.0-litre Ford Duratec engine borrowed from the last-gen Ford Mondeo, producing 210 horsepowers and 150 torques, it looks like it's going to get blown away by everything else on the grid. But then you see the weight, just 560kg, and wonder if it being blown away by the wind is a possibility too.

But that's pretty much the last semi-sensible thought you have once you have levered yourself into the Caterham's cigar-tube cockpit, tugged on the racing harnesses and fired up the engine. You leave the line sideways in a flurry of wheelspin and then bolt towards the first corner, changing up gears in an overwhelming blur of noise, wind and physics. Trying not to hit all three of the piano-key-spaced pedals at once with your size 10 – although it doesn't seem to really matter if you do occasionally – you quickly reverse the process up to the first bend then repeat the performance turn after turn.

No time to think 'What the bloody hell am I doing?', no time to focus on anything other than getting the absolute most out of the car. Which is quite tricky to do immediately. Because all the controls are so sensitive,







With the side doors left in the pits, the fury of the wind in the cockpit rises quickly to near tornado levels, ripping your sunglasses from your face and turning the flailing ends of the racing harnesses into stinging bullwhips. A helmet would help this - and the constant reality that you are just seconds away from burying yourself into the Armco at a speed and direction no one other than another Caterham driver would understand. Later forays with the doors in place did calm things down a fraction, but not to any point that you would call civilised.

Which, if you are buying a Caterham, is precisely as it should be. It hasn't changed for years because people like them this way and they aren't about to change anytime soon. It's such an age-old outlier that occupies its own place in the automotive spectrum, it seems odd to compare it with anything other than another opentopped roadster. But compare it we must, as this is what









PORSCHE CAYMAN GT4 Price: £64,451 Engine: 3800cc 6cyl, 380bhp @ 7400rpm, 310lb ft @ 4750rpm Performance: 0-62mph in 4.4secs, 183mph vmax Transmission: 6spd manual, RWD Economy: 27.4mpg, 238g/km CO₂ Weight: 1340kg



we are here to do. So, as the Caterham cools its hot heels, I jump into the relatively tranquil confines of the waiting Lotus and get busy with it on the circuit.

This is the Elise 220 Cup (formerly known as the S Cup), which is the softer road-going version of the Cup R. Highlights of its spec include a supercharged 1.8-litre four-cylinder Toyota engine that makes 217bhp when pushed to its red line, an all-up weight of 952kg and some comically huge aero bits which combine to squash the car into the track with 100kg of force at 120mph. So it's almost double the weight of the Caterham with just seven more horses to compensate. That aero had better be good – I've got high hopes and expectations for this car.

Which make the next few laps increasingly more disappointing. At first I think it's the weather – it is not the warmest day so I give the car a couple of laps to heat through – but when the car continues to be unkeen to turn in, all the grip being at the back not the front, I start to wonder. Perfect steering and damping are the touchstones of Lotus's offer to the world, but this car doesn't have the first feature by a long way, so I start to lose interest in exploiting the second. On top of that, the gearbox feels strangely aged and imprecise, offset to the right and just

"THE LOTUS ELISE SHOULD BE MASTER OF THIS PLACE"

not that much fun to use. Which, on a buzz-bomb car you have to stir as often as this one, is a problem.

It's so odd that I start to think it might be the track, with its many adverse cambers, throwing the Lotus off the scent. But then I have a blast in a couple of other cars, and they are fine, plus I remind myself that this is a Lotus, for heaven's sake. It, of all things, should be the master of this place, shrugging off anything we can put it through. But this car on this day can't. I suspect a great deal of its problems were down to the tyres, which never seemed to heat up. But as we didn't have anything to swap them with, we just had to leave them as they were. I know it can be better, a lot better, than this, so I park it and move onto the Porsche Cayman GT4.

Where the mood of disappointment disappears before I've even got into it. In pictures, the GT4 looks a little complicated and fussy with all its extra scoops and wing, but in the metal and carbon fibre, trust me, it looks perfect. And that's largely because it is. In case you missed the memo, the GT4 is the car we've all been asking Porsche to build for years – a Cayman with the bigger 3.8-litre engine from the 911 Carrera S. But it's also much more than that. As the alphanumerical name suggests, it's a product of Porsche's GT division, so it's special.







That motor gives it 45bhp more than the GTS, the front suspension is lifted almost wholesale from the GT3, and the manual – the only option – gearbox lifted from the GTS has had the gearstick slightly shortened. You can have it with a rear cage fitted – and a front one too, if racing is all you plan to do with it – plus it has the same carbon brakes as its bigger, rear-engined brother. So it's the real deal on paper – will it be able to master this tricky track?

As with most trick and quick cars, it takes about 10 metres to realise you are in the presence of something brilliant. The engine doesn't have the immediate zing of the GT3's 9,000rpm red-lined motor, but there are no complaints with the way it shoves the car up the road. The gearchange, while not as exquisitely precise as on the GTS, requiring a fraction more of your time to click home each occasion, is still benchmark good. And the chassis, well, you could write a book about that.

The most impressive thing, though, is the way the GT4 steers. It grips, grips, then grips even more, raising your confidence level to go ever faster. The GT3 front end is

surely a good part of that, but bringing that bigger, more powerful engine into the middle of the car also helps, as you can rotate the car and generally get into and through corners faster than you thought possible in any of the other cars in this trio – or most here at Speed Week.

Which is why the Porsche wins this three-way track shoot-out with one wheel tied behind its back. The Caterham thrills in a unique way, but you have to be a very unique individual to want one. The Lotus on a good day should have been a lot closer to the others and more entertaining than this one was. We've driven enough good ones to give this Elise a bye this time.

But the GT4 requires no excuses to achieve its victory here, only more praise for being a fantastically fun car to drive fast all day – it's everything a performance car should be. Then a big dollop more. I haven't driven it on the road yet, but I'll bet it's just as good outside the circuit as it's been here. It'll take a very special car to beat it and we have a few of those here, so let's see what happens next. Short straw? Nah.









T

wo Austrian men are rummaging around in my lap. I raise my arms above my head, failing miserably to get out of their way, as they tug on the many straps that surround me. With every yank, I'm anchored more tightly into my seat. Only it's not really a seat.

They ought to be called no-seaters, really. 'Single-seater' implies at least one seat, and all there is in this thing is a man-sized, duct-tape-lined hole in the bodywork.

The 'thing' of which I am now a fleshy component is a Formula Renault 2.0-litre. Lewis Hamilton raced these. So did Kimi Räikkönen. And Felipe Massa. And they're pretty handy. I, however, will not be racing. I will simply be trying to stay on track, and not accelerate nose-first into the back of the Rangie SVR, from which, for the first couple of laps, several photographers will attempt to capture the look of wide-eyed terror through my visor.

I'm in this situation because, the Red Bull Ring will, for a small fee, let you loose around the track in something a bit tasty. And the breadth of what's offered here is impressive. Fancy a lap in the Formula 2.0, like us? Go ahead. Or maybe a romp through the 550 hectare off-road play area in a Defender? Sure. How about a lesson in drifting on the Driving Centre's skidpan in a Group-N spec Evo? Absolutely. They do bikes too, and go-karts. You can even buy a two-day experience where you have a pro like David Coulthard as your instructor − for €2,988.

All 49 vehicles are kept in a massive garage colloquially known as the Toy Box. There are 12 KTM X-Bows in there, eight of these F2.0s, a couple of Formula Renault 3.5s and an F1 car or two. And, presumably, one hell of a burglar alarm.

Then there's all the other stuff dotted around the region – paragliding, skiing, kayaking – plus the spas, the gourmet





restaurants, the many hotels. It's all down to Projekt Spielberg; the multimillion-euro grand plan to renew and refresh the entire region by turning it into some kind of vast adventure playground, with the brilliantly specified Ring at its heart.

Responsible for the driving experiences is Bernhard Auinger, a single-seater racer himself who, before kneeling down to walk me through all six buttons in the F2.0's cockpit, popped out for a quick shakedown in a Formula 3.5. It's the quickest, scariest thing the Ring will let you drive, providing you can successfully master the F2.0 first.

And that is not easy. If you've never driven a single-seater before – as I hadn't, much to the amusement of my colleagues – the driving position comes as a bit of a shock. You sit a bit like a square-root sign, with your bum on the floor, your thighs angled up and lower legs stretched out towards the front wheels. The pedals – of which there are three – are impossibly thin, but you only need the clutch for setting off and shifting from first to second, which makes things more straightforward. You do have to left-foot brake, however. It's so tight down there, you don't have much choice.







LAND ROVER DEFENDER
Drive from: €65



VW AMAROK Drive from: €65



OFF-ROAD BUGGY
Drive from: €60



MITSUBISHI EVO IX
Drive from: €155



NASCAR Ride from: €360





BMW Z4 Ride from: €220

BMW M3 Ride from: €220

The six-speed sequential gearbox requires a fair amount of heft, which is tricky when your upper arms are the circumference of a bamboo shoot, and the clutch operates over, maybe, an entire centimetre of pedal travel. "You will stall," I was told, repeatedly. But I didn't. And then I was out on track, all by myself.

Once it's warmed up and there's some temperature in the tyres, the F2.0 is a joyous thing. That 2.0-litre, naturally aspirated Clio engine is just inches away from you, so it feels as though it's bolted directly to your neck, such are the vibrations it telegraphs through the solid chassis and into the flabby human behind the wheel. The unassisted brakes are so powerful, you often find yourself pulling up tens of yards before you need to, and the steering is so pointy and direct it's as though the rack and your brain are telepathically intertwined.

Back in the pits, the two Austrians unbuckle my harnesses and help me up and out. A little over €400 buys you five laps in the F2.0. I've been trying for two weeks now to find something I'd rather spend that money on. Haven't yet.





NISSAN 370Z Drive from: €140 KTM X-BOW Drive from: €60 FORMULA RENAULT 2.0
Drive from: €410









OVER TO YOU...

nless you happen to live nearby, you can't simply pop down to the Ring for a few laps. Set in the beautiful Austria hinterland, the only drawback is it's a tricky place to get to. Graz is the nearest airport, but direct flights are few and far between. So getting there is either a flight into Vienna and a lengthy (and, in our case, terrifying) two-hour taxi ride, or an 800ish-mile drive. So when you get there you'll want somewhere nice to sleep. Projekt Spielberg's got you covered, with its vast array of exceptionally comfy hotels, all of which are minutes from the track. Rooms go quickly, however, particularly when there's something on. F1 not your thing? The European Le Mans Series is at the Ring in early July, before DTM in August and the spectacular Red Bull Air Race (where the start/finish straight is pressed into service as a makeshift runway) in September. And if none of that appeals, there's always the spa...



can't remember what had distracted me, but I was the last one there. It's the end of day two and out on the main straight, the cover shoot is occurring, while in pit garage 11 it's an impromptu game of musical chairs. And I've already lost.

So I kneel on the floor among a scatter of radios, car keys, crisp packets and phones as we deconstruct the past couple of days and 19 cars, looking for the best seven to take up into the Austrian mountains at dawn tomorrow. We could be having this discussion in a bar, and that would be very pleasant, but we've all been doing this long enough to know that decisions have to be made *before* beer gets involved.

There are no golden buzzers here (if there were you'd be seeing a small, liveried rally car belting up a mountain), but a few mutually agreed golden tickets are being issued to the Porsche Cayman GT4, Ariel Nomad, Ferrari 458 Speciale and Mazda MX-5.

But there's a problem. A big one. We learned earlier today that because the Mazda is a pre-production car with no VIN plate, it's about as road-legal in Austria as the P1 GTR. It has to stay behind. We're gutted. We want it there so badly, we consider trailering it to the toll road, but the law won't bend.

Although we want an affordable hero car in the final mix, it won't be the Mini JCW, either. It's good, but, unlike the Megane Trophy-R, not exceptional. The French hatch, our own tired long-termer, sneaks through, squeaky brakes and all. It overrides the Golf R estate, too – no doubt a brilliant road car, but lacking the last ounce of ability that made the hatch such a star last year.

Tom Ford raises the subject of the Merc C63. He's sold, and so am I – it proved a much friendlier and more effective track device than we expected, and I suspect those that aren't bothered either way might have actually forgotten to drive it – it's easily overlooked in the Speed Week pit lane.

The Range Rover Sport will also be going through – but only as a support vehicle. It's daft as a brush, a pogoing hippo that crackles and barks, has an outrageous thirst for fuel and an equally outrageous propensity for oversteer out of slow

corners. Despite sympathy votes for the brakes and tyres, neither it nor the aforementioned rally car have got what it takes to make the final few.

Weirdly, the Ariel Nomad does. In spades. If you want to have gales of fun while learning about vehicle dynamics, there is no better teacher. The way it moves is so different, so beguiling, that it made both trackfocused lightweights feel a bit, well, dull. So neither the Caterham 420 (great as far as it goes, but you wish they'd invest in a bit of ergonomic R&D) nor Lotus Elise 220 Cup R (which never really gelled with this high-speed circuit) make it any further.

The Cayman GT4 could have been promoted to the big boys club and competed with the Corvette Z06, 458 Speciale and GT-R Nismo. Think it would have done well there, too. For me, the Ferrari was the stand-out car, and I didn't gel with the Corvette Z06 – too heavy, too snatchy at the limit, a bit of a handful. The Nissan, mighty as ever, misses out – still so impressive, but the tune's now overly familiar.

The Lamborghini Huracán goes through. Most people love the confidence/drama combo, but on the circuit I was more impressed by the AMG GT – although that was basically because I didn't think much of it on bumpy British B-roads, but, as suspected, it took to a smooth, fast racetrack very well. But it's not enough for the AMG. The Vette, the car that has the most similar layout to the GT, garnered more votes and prevented the Merc making it any further.

Last year we fell in love with new technology at PCOTY – but then it was the McLaren P1 and Porsche 918. This year, the BMW i8 and Tesla P85D don't quite have what it takes to fill their boots – the i8, as we've previously said, is a brilliant, brilliant road car, but not the ultimate driving machine, while the Tesla is something else entirely. A luxurious electric dragster. Still, it gets considered until someone points out it might well not last the day on a single charge.

And that's it, 19 become seven. Later, all seven are driven back to the hotel and we stand in the car park outside Schloss Gabelhofen, suddenly faced with our selection. We look at them. What a cracking line-up, what a frankly unbelievable couple of days. We head to the bar. An hour later we're trying to work out which of our finalists we should kick out so we can have Blacky's attack helicopter in our final seven.



















You were wondering why the Merc C63 was easily overlooked?

The stats must speak for themselves...

0-60	LAP TIME	LAT G	PEAK SPEED	
				XX
The state of the s				

No working 12V socket meant timing was done the old way
- bring out the stopwatch

almotox cook

Uphill start line added a

few tenths of a second to the 0-60mph times

	0-60	LAP TIME	LAT G	PEAK SPEED
MAZDA MX-5	NA	2.13.1	NA	NA
TESLA P85D	3.1	2.03.2	1.13	117.3
MINI JCW	6.3	2.02.9	1.13	117.2
ARIEL NOMAD	3.8	2.02.2	1.20	118.2
VW GOLF R WAGON	4.7	2.01.3	1.10	119.9
RRS SVR	4.5	2.00.9	1.19	130.3 🗲
MEGANE TROPHY-R	5.8	1.59.7	1.27	117.6
BMW i8	4.5	1.57.7	1.15	125.8
LOTUS ELISE 220 CUP	5.8	1.57.3	1.30	121.5
CATERHAM R420	4.0	1.54.8	1.44	122.4
MERC C63 AMG	4.2	1.51.5	1.33	135.4
PORSCHE CAYMAN GT4	4.5	1.50.9	1.43	128.2
CORVETTE ZO6	3.5	1.49.1	1.42	142.3
AMG GT S	4.1	1.48.6	1.29	139.4
FERRARI 458 SPECIALE	3.3	1.46.0	1.54	144.9
NISSAN GT-R NISMO	2.7	1.45.5	1.48	142.6
LAMBO HURACÁN	3.1	1.45.4	1.47	145.3

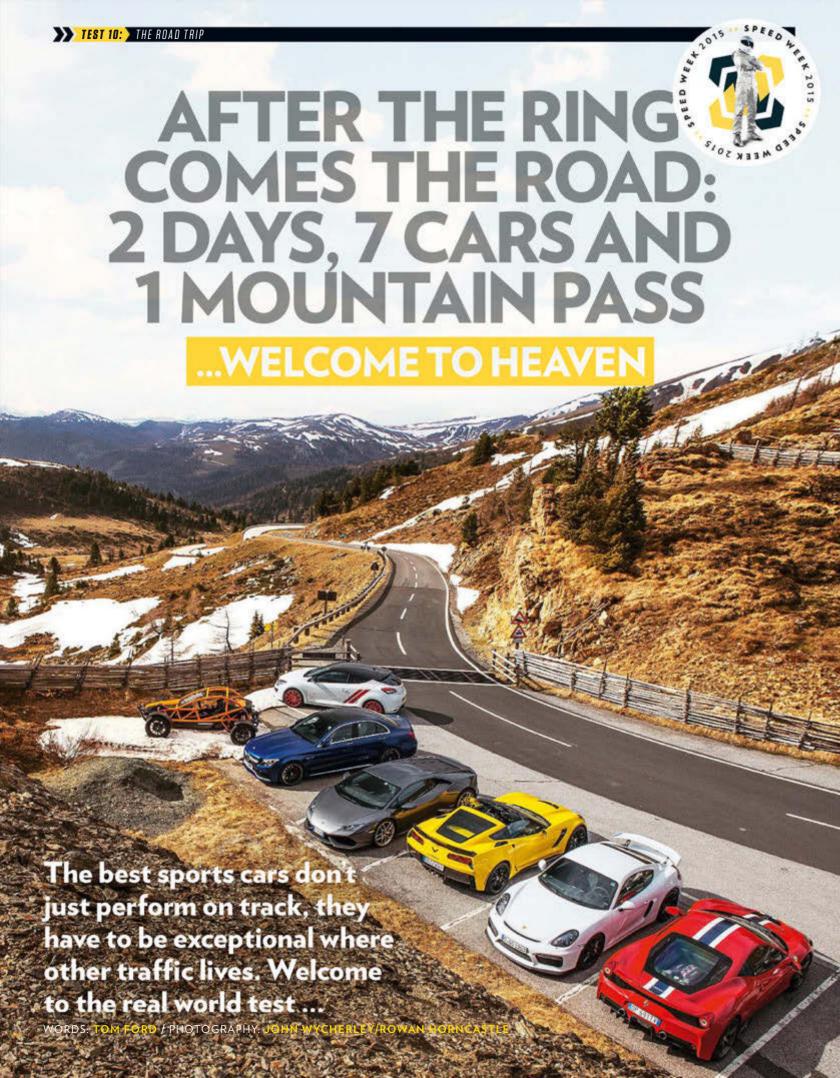
Yep, higher top speed than the Cayman GT4

Launch control not functioning. Would have gone faster still

1.96

170.3

McLAREN P1 GTR







"Lust auf eine swap?!" bellows a man from the burly redoubt of an overladen VW Passat estate. At least, that's what I think he shouts. It takes a moment for my creaky German to do some on-the-fly translation, and even though the engine is only idling, the bare carbon interior of the 458 Speciale is doing an irritatingly good job of reflecting every minute vibration and filling my head with high-compression white noise. I've also just driven up a mountain pass, at speed, and am feeling like someone has punched me repeatedly in the adrenals.

"Yes!" I shout, miming being attacked by a small swarm of imaginary bees, "A FERRARI - it's very NOISY" - the last accompanied by such a spike in tone that it makes me appear lightly lunatic. I'm somewhat distracted by the fact that the man's hairdresser appears to have got bored and given up mid-cut, and that his children look a bit scared.

"Ich spreche nicht Österreich - NO OFFENCE!" I shout as he starts to reverse. If he were on foot, at this point he would be backing away slowly, palms out, making gentle cooing noises. His wife is also looking increasingly concerned, and muttering something from the corner of her mouth. As soon as there's a gap in traffic, the Passat pulls away faster than is necessary.

Having done my bit for international relations, and realised belatedly that it's probably not possible to 'speak Austria', I pull out, follow a now-terrified German family up the mountain, and go and join the rest of the group at the top. And what a group. After an increasingly frank - by which, I mean 'offensively sweary' - conversation about what to bring on our road trip, and at least one flouncing strop about the flagrantly illegal Mazda MX-5, we have settled on what we think are the most satisfying cars. Not necessarily the fastest, just the ones that made us grin the most. Unsurprisingly, this is TopGear, and we've ended up with most of the fast ones anyway, but I'm not sure anyone's particularly surprised.

Still. The Ferrari 458 Speciale and the Lamborghini Huracán seemed obvious. Similarly, the Porsche Cayman GT4 waltzed straight through the qualification round smiling smugly and making everything else feel a bit silly and purposeless. The Megane arrived as a hot-hatch blue-collar hero, although it's a silken collar, seeing as the RenaultSport costs nigh-on £40k. The Z06 caused some debate, but after a brutal track showing, we felt the newest iteration of the Corvette worthy of some road miles. The C63 also snuck in as a wildcard, everyone impressed by its neat 'n' complete duality: more-door Dr Jekyll usability combined with the Mr Hyde tyre-shredding hooliganist. And then there's the Nomad. Not even a sports car. But the one that everyone desperately seemed to want to have a go in. Until it got cold, or rained, at which point every single person beelined for the aforementioned Merc.

But it was as a happy little convoy that we headed off into deepest Austria to find some bumpy and irregular real-world roads. It didn't, in all honesty, take long. We headed down the S36 from Spielberg and joined the 317 west, before hitting the 96, the 97 and then, somewhat counter-intuitively, the 95, towards a place called Turracherhöhe whose pronunciation merely requires a vigorous throat-clear. We then ran some busy, sweeping valley roads, licked through a series of tiny hamlets trying unsuccessfully to remain inconspicuous, and a few hours later turned left past the village of Unter-Winkl towards a road called the Nockalmstrasse.





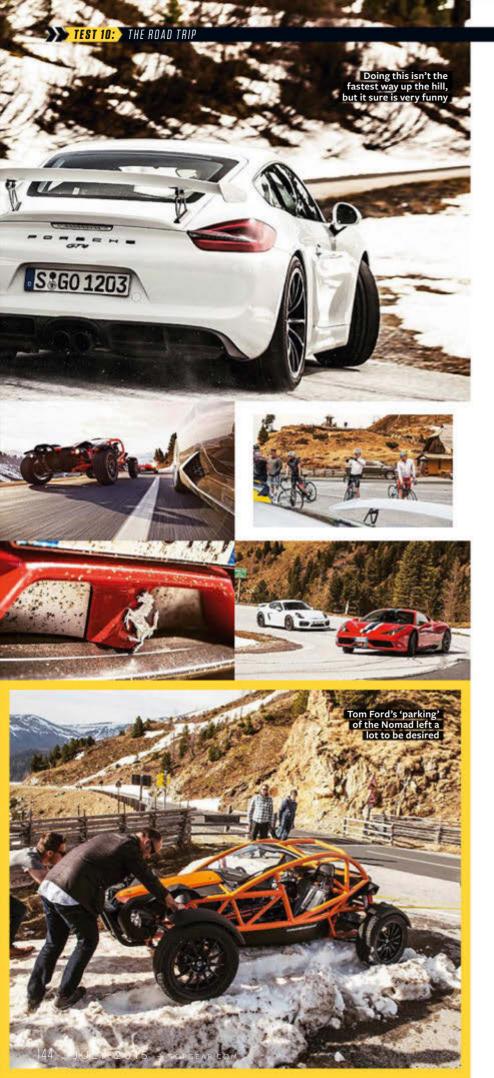


Now, the Nockalm road is a little-known stretch of curious wiggle in the middle of the Nockberge National Park, swaddled in the Kärnten (Carinthia) region of Austria. It connects the Lieser valley with the upper Gurk valley, and features essentially a one-road, two-lane playground over 34km and 52 variously cambered hairpins, peaking at over 2,000m. The lower reaches are thick with spruce, larch and stone pine, and as you climb, the vegetation peters out to provide serious views of the region, what the local tourist board refers to as the 'Nocky Mountains'. It sounds faintly comedic, but rest assured it isn't. The bottom bits are flowing, fast and well sighted, starting to compress into challenging hairpins and sweepers nearer the top – perfect.

It's at the bottom the trouble starts.

You'd think that it'd be easy. After all, I'm driving an all-wheel-drive, 600bhp, V10 Lamborghini Huracán, and the orange UFO following me only has 235bhp, RWD and off-road tyres, not to mention what looks like jellified suspension. But, try as I might, without getting all dangerous and antisocial, I cannot lose the little Ariel Nomad. Whatever editor-in-chief Turner is doing, he seems to be doing it effectively, because the Somerset missile is bounding around like a demented collie, suspension compressing, and camber and castor at crazy angles. Actually, what Turner is doing, is cheating. I catch him cutting corners with gay abandon, wringing everything from the Honda 2.4-litre four, apparently

"THE NOCKALM ROAD IS 34KM AND 52 CORNERS OF TWO-LANE PLAYGROUND"



steering with too many elbows. It's like watching someone wrestle a climbing frame.

The Huracán, on the other hand, is simply solid. Medium-to-pressing-on speeds, it remains utterly unflappable, with a gearbox that doesn't shunt, suspension that absorbs in all the right places and all the body control that you expect from such a low-flying wedge. Go faster, and you foster a whole new extremity of widened eyes. The littlest Lambo starts to move around, feel more rear-wheel drive, really dig and claw into corners. The steering feels a little fake – but it's hard to remain impassive. As the 'base' of the range, the Huracán is an especially mighty starting point. Maybe I shouldn't have begun with the Lambo – it's possible everything else is likely to feel a little tame.

Soon, we're at the ticket gates – the Nockalm Road is a toll – and we pause for breath. The National Park road stretches away up the mountain, and it looks bucolic – it was only opened in 1981 – and just recently reopened after the year's snow melt. Time for the Nomad before it gets too cold, methinks. Suitably strapped in, we fire off up the road, and I see what all the fuss is about.

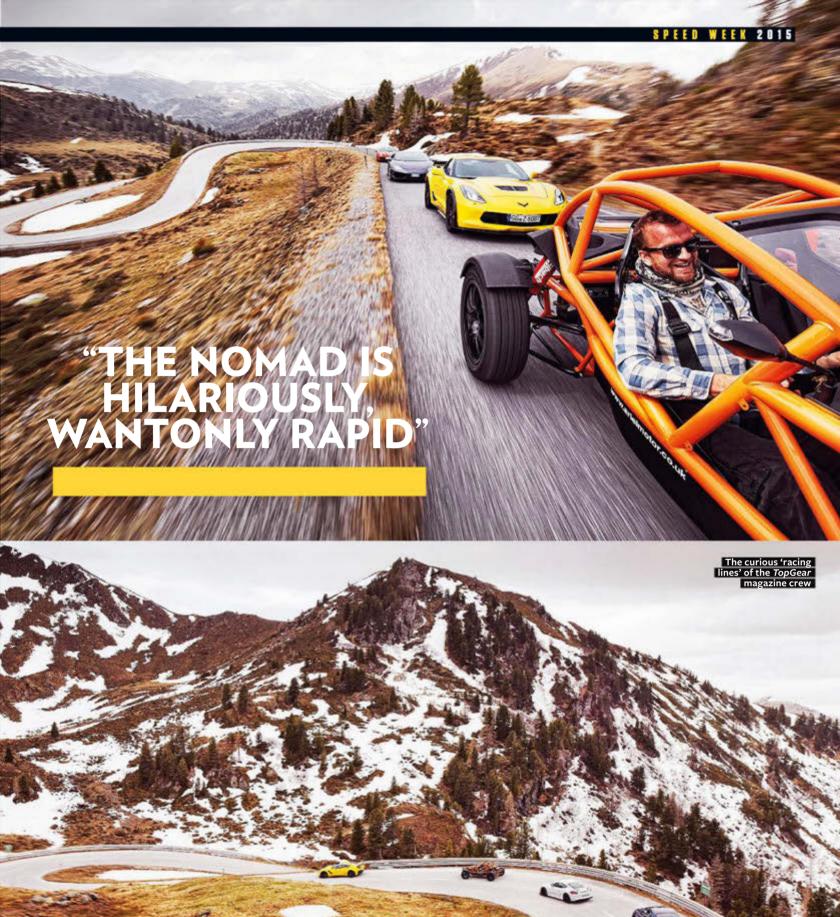
By crikey, this thing is the best sort of daft fun. It should be lethal, what with the big tyres and soft suspension, but it just isn't. Yes, it leans crazily and, yes, the steering loads up enough mid-corner to make your wrists creak, but once you get used to it, it's wantonly rapid. You have to work the engine hard, but the manual 'box is accurate and quick and the motor happy to react. It's also light (650kg), and easy to adjust mid-corner. Odd to slide around in – but one of those cars whose character overwhelms its dynamic inefficiencies. It's way, way more approachable on the limit than the Atom, slower, but more amusing. I find myself chuckling, hit some gravel mid-corner, nearly fall off a cliff and rein it in. But it's that sort of car – it goads. In a good way: you could get yourself into all sorts of scrapes in this thing.

Looking for a counterpoint, as we descend from

the peak-post Eisentalhöhe parking area for the first time, I go looking for the Corvette, thinking that some supercharged V8 grunt might be in order. I find the grunt, but also find a little too much of it. Honestly, trying to wrestle the Z06 up these kinds of roads is bottomclenching - the gearing feels galactic, requiring mostly just the first two, and the delivery of 650lb ft something of a finagle to produce without wheelspin. Even though the tyres are super-sticky, the engine is so brawny that you tend to get a confident front end during turn-in, followed by a rear that sticks hard before letting go ultra suddenly. The Performance Traction Management system helps, but there's something about these roads that demands a more natural connection - to be blunt, where the big Vette was almighty on the track, it feels big, over-tyred, over-powerful and sledgehammer unwieldy on these tight, technical roads. It's disappointing, if

The Megane doesn't suffer from muscle-car syndrome. Seriously, if you wonder about the relevance of cars

I'm honest – the cruise down was all genial burble and ocean-swell torque, and although the Z06 is undoubtedly a fantastic thing, it just doesn't suit where we are.



ARIEL NOMAD

Price: £30,000 est Engine: 2354cc 4cyl, 235bhp, 221lb ft Performance: 0-60mph in 3.4secs, 136mph vmax Transmission: 6spd manual, RWD Economy: n/a mpg, n/a g/km CO₂ Weight: 650kg

rmance: 0-62mp secs, 158mph vma

my: 37.7mpg, 174g/km CO Weight: 1297kg

with 650bhp, the Trophy-R is a good reason why you can make a perfectly satisfying performance car with less than half that. So it's not got the drama of a serious engine note - more turbo whoosh than aural 'experience' - and it feels utterly dull inside, but once you've got used to the way that you can point it at any of the hairpins on the Nockalm and let the mechanical front diff drag the nose, it's faintly addictive. Why? Because you can really use it. Repeatedly bash it off the rev-limiter, bung it at a corner and feel safe, small and intuitive. There's no incipient lift-off oversteer, just comforting, easy-to-deal with understeer at the ragged edge, and a whole heap of fun in-between. Much as I wanted not to like it - the harnesses are ridiculous the Trophy-R is a real-world weapon. Stuff like this really helps when you're in a place where the Armco is specific and patchy, and untidy has consequences.

The C63 is another surprise on the road. With sober, bordering on dull, looks, the AMG saloon looks like it might be the straight man of the group - here just to

provide a counterpoint to all the other high-drama silliness. But that couldn't be further from the truth. Snarling, popping exhaust, tidy control, decent steering; the Mercedes sheds perceived weight when you go fast and goes the full AMG, with a twin-turbo 4.0-litre V8 that's never found lacking. Switch everything off, and it's actually slightly deranged, but more amenable than BMW's M3. It's absolutely brilliant. A business suit with boxer's knuckles at the cuffs.

However, after many hours, and several trips up, down, and around the Nocky Hills, there were two cars that stood out. The Ferrari 458 Speciale and the Porsche Cayman GT4. If any two cars were made for mountain passes, it's these two. They have several things in common: pointiness with a side-order of steering precision, a glory of naturally aspirated revs and predictable, generous grip. The Ferrari is obviously the more theatrical, bouncing V8 Armageddon off every rock face and flat surface, reaming its gears and turning with the barest flicker of the steering wheel. It is, for all



erformance: 0–62r 3.0secs, 201mph v

the pretension that the Ferrari brand brings, something almost transcendent. Everything you imagine a modern Ferrari to be, this is. Which makes it ironic to imagine that by the time you read this, the Speciale will be superseded by the turbocharged 488.

The Ferrari also costs £208k, which makes the Cayman GT4 even more of a bargain. Here is a car that feels more 911 GT3 than warmed-up Cayman S. A car that polishes your inputs, refines your abilities. A manual gearbox that adds extra involvement, matches your downshifts as you brake and change direction, carving and slicing through the countryside with monotonous brilliance. The engine builds to a raw, mechanical climax, the suspension is firm but compliant, and there's always *more* – more grip, more speed, more fun. It's an almost seminal sports car at this price level. At any level. It dominated the track, and on real-world roads, it's another flawless performance.

Having already winnowed the original field down from an exceptionally strong starting line-up, it's no

surprise that there isn't a loser here. The Z06 doesn't suit these roads, but given the right situation, there is nothing that can hold a candle to it for devastation per dollar. The Ferrari and Lamborghini are exceptional, each offering something entirely different on an experiential level, both incredibly satisfying on an emotional one. The Megane would be a giant-killer if it were half the price, but for £37k it really ought to be this good, and the Merc C63 shows that you can have the calm as well as the storm. The GT4 is imperious, incredible and well worth selling a child for, and the Nomad stands out for being utterly stupid, but effortlessy desirable as a driving experience. Everyone present decided that as a toy, it doesn't get any better.

I was pondering the thorny issue as I caught sight of a familiar overburdened VW as the light faded and we sliced down through the bottom of the hill in small convoy, noisy, silly, fast and fabulous. As the slightly panicked faces receded in the mirror, I decided that, no, I don't want to swap. Not a single one of them.

"TWO CARS REALLY STOOD OUT: THE FERRARI 458 AND THE GT4"



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413lb ft @ 6500rpm
Performance: 0-62mph
3.2secs, 202mph vmax
ansmission: 7spd dual-clutch

Price: \$86.990
Engine: 6162cc supercharged V8.
650bhp @ 6400rpm;
650lb ft @ 3600rpm
Performance: 0-62mph in
3.3secs. 186mph vmax
Transmission: 7spd manual. RWD
Economy: 21.0mpg, 350g/km, CO₂
Weight: 1640kg

Price: £66,730
Engine: 3982cc twin-turbo V8,
503bhp @ 5500rpm,
516lb ft @ 1750rpm
Performance: 0-62mph in
4 0secs, 155mph vmax
Transmission: 7spd automatic, RWD
Economy: 34.4mpg, 192g/km CO₂
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EDITED BY OLLIE MARRIAGE

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LEXUS NX

A new crossover joins *TG*. Some excitement ensues

Owen delves into the settings. He may be some time Welcome, massive estate – you will be well used

We've broken it. A terrible day for all at *TopGear*





Home on the...

he Range Rover has a

reputation for adventure, so this month we've embarked on nothing short of a safari, complete with a wolf attempting to urinate on the driver's side front wheel (didn't think much to the footballer-spec rims, obviously), an incident with a herd of rioting giraffe and monkeys attempting to modify the wing mirrors by bouncing up and down on them.

An unconventional approach to product testing, but it proved several things: first, that the RRS can take a family of five on a decent day out in comfort. Second, that the full-length panoramic roof can be used as an ape proctologist's viewing gallery, and third that it can drive over a dismembered deer leg (one suspects wolf lunch), without consequence.

Picnics would be more convenient with the full-fat RR's split tailgate, but as a general family bus, it does the job.

REPORT 4

2993cc, V6 diesel, 4WD, 290bhp,
 443lb ft 40.4mpg, 185g/km CO₂
 0-62mph in 6.8secs, 138mph

2115kg £ £76,250/£95,250

Total mileage 12,880

Driver Tom Ford

Why it's here Is there any point in a Range Rover 'Sport'?



HELLO ● 1984cc, 4cyl turbo, 306bhp, 280lb ft, 4WD, 6spd DSG ■ 38.7mpg, 169g/km CO₂ ○ 0–62mph in 4.9secs, 155mph ■ 1365kg £ £40,310/£48,970 **Total mileage** 1262

Driver Ollie Marriage Why it's here Does the TTS have real sporting smarts? TDI?

A

udi TT MkIII – in more ways than one. This is the third of our third-generation TTs, a flagship TTS to replace the TDI and the 2.0 TFSI that

went before. The diesel was a blindingly good car – providing you're buying a coupe with your sensible hat on. A hard hat maybe? That's very sensible. However, while the 52mpg economy, lusty mid-range and placid road manners were suitably impressive, it wasn't exactly a compelling driver's package. Partly this was down to the understated spec of our car, but, even gussied up a bit, the diesel would still feel a bit... worthy.

The first TT we had, the 2.0 TFSI quattro was far faster and more effective than we thought 227bhp could be, but the ride was brutally firm on the 20-inch wheels, which... the new TTS has as well. Hmm.

We're going to change these for a set of 19s fairly shortly, but this one already rides better because all TTSes come with the magnetic ride adaptive dampers that weren't available when our first TT arrived (although you can now – and absolutely should – spec them on any TT for £1,095). This TTS is a bit glitzier than I'd have chosen – white can be a strong motorsport colour, but when it's teamed with a sparkling grille and Express Red leather cabin, the overall impression is rather Hollywood dentist – all gums, teeth and braces. It's got a long way to go to prove it's got the sporting nous we hope.

It's early days running in at the moment, and the engine does feel a little tight. I'm encouraged that it's not just a blower-and-ECU tweak to the standard 2.0 engine – the S has new pistons, conrods, bearings, valve









It's not how I'd have specced a sporty TT, but the important thing is how it drives. Exhaust is already quite fruity, but need the whole car to have a similar attitude springs and seat rings, plus a reinforced crankcase. Once loosened up, it should be a bit of a weapon. It also rides 10mm lower.

Spec-wise, it's got the kit you want - the fabulous matrix headlights, the Comfort and Sound Pack (climate control, armrest, rear parking sensors), the Tech pack (Nav Plus, Bluetooth and Audi connect, which I can't get my head around) and a few less necessary bits (£995 for electric seats being the chief offender). The jarringly red seats do far too good a job at distracting attention from the stunning interior design, which is a pity, but at least this TT looks shiny, confident and modern, which the diesel, for all its strengths. never did. So, can the TTS, as pinnacle of the range, prove itself the one to have? I reckon it's got an uphill struggle to prove the extra pounds are well spent over its 'lesser' brethren.

GARAGE LOGBOOK AUDI TTS

GOOD STUFF

▲ The way the infotainment works. You need to spend a day or two getting to know it before you appreciate the scale of Audi's achievement

The potential performance...

BAD STUFF

- ▼ Fuel economy is going to take a backward step from 52–54mpg to a likely 28–30mpg
- ▼ Not convinced by the glossy chrome highlights on the grille. I prefer mine matt finish

MILEAGE AND MPG THIS MONTH

0 1 1 6 5





Numbers game

ne of the stats we've been very proud of lately is that less than one per cent of our designed parts are needing to be reworked (or rejected) for assembly. I

reworked (or rejected) for assembly. I guarantee you there will be Formula One teams out there who would chew their arms off for a stat like that.

Of course, it's a testament to the thoroughness of the original design. We spent a long time designing the car and had to make some radical changes along the way, many of which forced us to start from the ground up again, making us think more, measure again, double-check, etc.

As far as progress goes, we're on schedule. As I write this, the rear suspension wishbone fairings are being attached, the two-piece titanium floor is undergoing final riveting and trial fin assembly is complete, so it's ready to be anodised and primed. We're on target. It's good to be able to write that.

REPORT 5

- Rolls-Royce EJ200 turbofan, Nammo hybrid rocket, 47,700lb thrust
- 200 litres of jet fuel and 800 litres of rocket fuel per run
- 00–1000mph in 42secs, 1050mph
- ▲ 7750kg £ £n/a

Weeks to go 10 Run by Mark Chapman Why it's here It's Bloodhound SSC...



HELLO ≥ 2494cc, 4cyl turbo petrol hybrid, AWD, 195 + 141bhp, 155 + 199lb ft \$54.3mpg, 121g/km CO₂ ○ 0-62mph in 9.2secs, 112mph ≥ 1785kg ££42,995/£44,640 **Total mileage** 6237 **Driver** Esther Neve **Why it's here** Is this a worthy competitor to the Evoque?



ybrids are new to my everyday life. So I'm intrigued to see how the NX300h fits in with my motorway/congested

London rat-run commute. I need my car to be fast-reacting, comfortable over the million speedbumps I cross each day and able to cruise at motorway speeds smoothly, quietly and efficiently. None of this should be difficult to achieve. I do, however, acknowledge that hybrids aren't designed for my driving life, but it'll be an interesting experiment to see how one copes with the demands my regular journey places on it.

First things first: the spec. Lexuses are known for their super-high specification as standard, so there's often little need to upgrade what you've got. As this is the NX300h Premier (top of the range above S, SE, Luxury and F-Sport), it's got pretty much everything the company can throw at it already, which just left us to add Meteor Blue paint at £645 and a panoramic roof at £1,000 to complete the look. Total on-the-road price works out at £44,640.

Into the Lexus, then, for my commute home. I'm a sucker for graphics, and the NX doesn't come up short. Not only is there a reversing camera to help me get out of a typically tight space in the underground car park at *TG* Towers, there's also (and I love this) a bird's-eyeview camera. Genius. More cars should have this – it's an excellent party trick.

So, what's it like to drive? I'll admit straightaway that it's been a while since I've driven a CVT; I'll also admit that









The NX might be Lexus's "first compact crossover" but it feels bigger than that to me in TG's tightly designed underground car park

I much prefer to drive a manual. Which brings me to my first impressions...

Through London streets, it's smooth and quiet and easy to drive, the electric motor often taking control of propulsion and allowing what is a big car to glide along supremely sedately.

Then we get to the bottom of the M1, which is basically a O-50mph drag away from traffic lights, and onto full-fat motorway speeds. This is where my lack of CVT driving experience shows, as I come away from this pedal-to-the-metal spree thinking that the NX is a bit thrashy and noisy and hooligany – which is not at all what I expected. But it's only really during intense acceleration that the Lexus feels like this; most of the time, it's very refined. It's just something I'll have to get accustomed to.

GARAGE LOGBOOK NX300h Premier

GOOD STUFF

▲ Electric motors take over at low speeds – London's very quiet now

▲ Surround cameras give the driver almost every view possible. Ideal for car parks and scary junctions

BAD STUFF

- ▼ The CVT 'box is going to take some getting used to
- ▼ Not sure about some of the exterior design. Those rear lights are a bit much for my simple tastes

MILEAGE AND MPG THIS MONTH

0 0 0 3 7 3 35.3



REPORT3 • 898cc, 3cyl turbo petrol, RWD, 89bhp, 100lb ft • 65.7mpg, 99g/km CO₂ • 0-62mph in 10.8secs, 103mph • 943kg £ £12,545/£13,765 **Total mileage** 2280 **Driver** Sam Philip **Why it's here** Is this the best city car on the market?

s I'm loading myself, blearyeyed, into the Twingo early on a Tuesday morning,

a pretty lady emerges

from a house across the street. "Lovely car," she smiles. "I've had my eye on it..."

Now then. In the past couple of years, I've been lucky enough to park many smart cars in front of my house. Astons, Lamborghinis, even a Chevrolet Aveo. Never has anything like this happened before.

"That's my little Fiat down there," she says, waving at a powder-blue 500C. Figures. "But this is the new Twingo, yeah? What's it like?"

"It's, um, really good," I reply, with the searing insight of a journalist from a top motoring publication. A long pause. "Um. Excellent steering angle. Tight turning circle."

It is at this point I realise I have no idea how to converse with normal, non-car humans about cars. What do normal, non-car humans want to know about cars? "And it's got stripes!" I add. There is a longer pause.

"Do you mind if I have a poke around?" she asks, swinging open the passenger door. As I say, this sort of thing doesn't happen to me. "Ooh, it's *spacious*, isn't it?"

"Because the engine's in the back," I say, sensing a chance to impress her with my automotive expertise, "they've been able to reduce the overhangs, so there's more space inside for—"

"It's in the back?" she interrupts, peering through the rear hatch. "I can't see it."

"Down under the bootfloor. Shopping gets quite warm."

"So what happens if you have a crash?"
"I. um. don't know. I haven't had one vet."









New Twingo: so compact, it'll squeeze into even the tightest of wood-bounded parking spaces. Our little Renault tackled the wilds of the Brecon Beacons without issue

"But if you get hit from behind, won't the engine, like, squish whoever's in the back?" She makes a sort of squishy hand gesture. This, apparently, is what concerns normal, non-car humans.

I know the answer to this one. "Actually, the engine's angled at 30 degrees, so if you get rear-ended, it'll slide down beneath the seats rather than ending up in your bottom. I mean, not *your* bottom, specifically. Anyone's bottom. I'm sure your bottom's never been, um..."

But the nice lady has wandered off in the direction of her baby-blue 500, apparently less than impressed by my fascinating chat about engine angles. Even so, I'm chalking this one up as a victory: Renault Twingo, certified lady magnet. Its driver, perhaps less so.

GARAGE LOGBOOK TWINGO

GOOD STUFF

- ▲ So easy to park that you end up rejecting normal supermarket spaces as 'too easy'. Bring on the squeeze
- ▲ Swallowed four and luggage – for a weekend trip to the Brecon Beacons

BAD STUFF

- ▼ Bluetooth proving a little flaky. Interaction with Android smartphone is good when it works, mind
 - ▼ A sixth gear would help motorway economy, I think

MILEAGE AND MPG THIS MONTH

0 0 1 2 2 0 7

40.8





R

egular readers will know that my last lifer was an Infiniti Q50, i.e. another Nissan. In that car, there was a lot of tech, some

of which is in the X-Trail too. For example, Nissan's version of the app system that you can use via your phone and centre console.

It's so much more intuitive and easier to navigate than Infiniti's. Simply download Nissan Connect from Apple, create an account (or just use as a guest) with your Nissan account details upon purchasing the car and connect your phone to the car via the USB cable. Hey presto, you are ready to use your apps on your console.

Admittedly it is limited to only Twitter, Facebook, Trip Advisor, Eurosport and a Google search. Still, they are good apps, especially Google search. Another function of the centre console (but built-in) is an eco score monitor, but my score of 53 out of 100 clearly shows I need to try harder!

REPORT 7

- ◆ 1598cc, 4cyl turbodiesel, AWD, 128bhp, 236lb ft
- 53.3mpg, 139g/km CO₂
- 00-62mph in 11.0secs, 116mph
- ▲ 1615kg £ £28,995/£30,245

Total mileage 10,620
Driver Andy Franklin
Why it's here Is this the next
logical step after the Qashgai?



GOODBYE 1984cc, 4cyl turbo, FWD, 276bhp, 258lb ft 42.8mpg, 154g/km CO₂ 0-62mph in 5.8secs, 155mph 1421kg £ £28,865/£32,980 **Total mileage** 2938 **Driver** Ollie Kew **Why it's here** Has Seat got its hot-hatch groove back?



ight away, let's answer the question above: yes, Seat has exploded back onto the hot-hatch scene with this new Leon. Adam was almost

completely sold on the Cupra's talents during their all-too-brief time together, so now he's been seduced by the charms of a big-booted Ford, let's round-up just why the Cupra is a dark horse for the best hot-hatch package on sale. Yup, I'm a huge fan too.

I've not yet driven a car spun off the VW empire's modular MQB platform that's a dud. Some are far superior to others, but what the Cupra does so well is find a sweet spot.

The five-door is right on par for space. Its doors open wide for welcoming access, and there's lot of seat adjustment. Long-term tests expose grumbles with a car's day-to-day usability that speed-dating first drives don't, and the Leon walks it. Bugbears? Umm... the boot loading lip is too high, and VW Group hierarchy means the poshest plastic switches and satnav processor chips are placed on the high shelf where Seat can't reach them. So it's monochrome-dour inside and the touchscreen is the only thing lethargic about the Cupra. But the car's nicely assembled.

And it's difficult to express just how fast it is. It truly deserves the 'you can't go faster for less' honour. Easily sub-£30k when specced

IN DETAIL





Trim flourishes are gloss black, not chrome, which cheapens the cabin a tad. Ride is perfectly acceptable on 19s, but easily kerbable. One nerfed alloy cost us £80 to refurb

carefully, with our car's £1,355 DSG 'box it's truly mighty, chomping rabidly through the gears. How Seat has managed to get the power to the road without tragic torquesteer deserves huge credit too.

Of course, you must manage the poke in low gears, unless shelling out £550 for a pair of new Bridgestone Potenzas every fortnight doesn't offend you. But it's not wayward, not like the (slower) Focus ST or (much slower) Kia Pro_Cee'd GT. Philistines who still flog the 'wrong-wheel-drive' dead horse need to point a Cupra down a B-road. Adam liked it so much, his usual commuter-scooter lay neglected at home.

Value? Well, we'd have gone further on every gallon if the Leon hadn't spent so long imprisoned within the M25, but the 280's performance and practicality per pound equation nukes its VW parent's offerings – it's painfully close to the Golf R in real-world pace and potentially five grand cheaper. Doesn't sound as warbly, true, but the Cupra's purposeful bark does its best to fill that drab cockpit with some party popper shazam.

Honestly, if you're considering a mediumsized hot hatch right now, you have to test drive the Leon Cupra. It deserves more than dark horse status. It'll be missed here, but the arrival of its estate sister and sworn German enemy ought to dry those tears...

CUPRA 280



GOOD STUFF

- Leon already looks ace, Cupra mods are subtle but effective
- A It's blindingly fast and great fun to drive
- Makes Vauxhalls and all Germans look like rubbish value

BAD STUFF

- ▼ The cabin is crying out for some colour
- ▼ Satnav does a passable impression of a decade-old TomTom
- ▼ We're struggling. Great all-rounder. Well done. Seat

MILEAGE AND MPG THIS MONTH

0 0 0 5 2 8 22.8





Comfort station

he C-Class doesn't pretend to be sporty like some of its rivals. It really excels trundling around town and wafting up the motorway with ease. It's incredibly refined.

motorway with ease. It's incredibly refined. The engine is quite agricultural in other models, but in this it's hushed to the point you wonder if it's even a diesel at all.

On the motorway, there is a bit more tyre roar than I was expecting above 60mph but not terrible by any means. Loses the mini S-Class vibe, though.

You can adjust the agility control several different ways depending on what situation you're driving in, but I prefer everything set to Comfort apart from steering set to Sport. Gives me the towndriving edge I like but, annoyingly, doesn't turn off all the safety-warning bings and bongs. I could switch to a more sporty setting and these become less intrusive, but then it'd be less relaxing to pootle about in. You can't have it both ways.

REPORT 3

- 2143cc, 4cyl diesel, RWD,201bhp, 369lb ft
- **3** 62.8mpg, 117g/km CO₂
- 00-62mph in 6.9secs, 150mph
- **1660kg € £37,125/£45,035**

Total mileage 2514
Driver Owen Norris
Why it's here Were we right to
make this our Family Car of the Year?



GOODBYE • 1582cc, 4cyl turbodiesel, FWD, 126bhp, 192lb ft 🕫 47.1mpg, 158g/km CO₂

○ 0-62mph in 11.7secs, 110mph ■ 1406kg £ £21,450/£21,450 Total mileage 5724
Driver Simon Carrington Why it's here Can the Soul hack it as an urban family runaround?

irst impressions weren't good. Last November, I

honestly thought that the new Kia Soul was quite possibly the most

ridiculous-looking car I could ever drive, and that was before I realised it was to arrive painted white with a red roof. The *TopGear* office has plenty of cool cars at any point in time... and then there was our Soul!

Swing forward seven months, and I can say with absolute honesty that living with the car has completely changed my opinion. Yes, of course, it is an odd-looker, and people do laugh and occasionally point at it, but visually it's really grown on me. I like the bulbous light clusters and the shiny black bumpers, plus the blackout rear windows help the kids go to sleep and the car's shape is really distinct. And why not have a red and white car? It's brilliant for finding it in car parks.

Perhaps masked by its show-business spec, the Soul is a really honest car – its tall, boxy stance simply reflects the wonderfully spacious and practical interior. There are no slopes that hinder headroom or access to the back seats, we've got large doors and plenty of legroom, which is good to know because the Soul is probably going to be owned by families who need lots of space.

The Soul's vertical rear does mean that if you need to open the boot, you shouldn't park with your rear too close to another parked car, because as the boot opens directly outwards rather than upwards (it's top-hinged), you get in the way of the arc it traces, which means you have to move to the side or lean unnaturally backwards, both of which are really annoying.

IN DETAIL







Top: front end is good. Don't have any problem with the front end. Rear, on the other hand, requires contortionist ballet to negotiate opening the boot... The only other disappointment with the design is the poor rear visibility, and that three in the back would be difficult (I never tried) and impossible with two child seats.

On longer journeys, the Soul was just about OK. It's no motorway cruiser as it's a bit noisy at higher speeds, and after an hour or so you'll be longing for a bit more support from the seats.

The Soul has mostly been hanging around town, doing my short commute and ferrying the kids around at the weekend. We managed to get almost 40mpg, which although some way short of Kia's claimed mpg is still pretty good. It's also well-mannered on city streets.

So, to answer the original *TG* question, can the Soul hack it as an urban family runaround... yes, it definitely can. The only question to ask yourself is how brave are you, because this is a very odd-looking car.

GARAGE LOGBOOK 1.6 CRDi MIXX

GOOD STUFF

- ▲ All Kias come with a seven-year warranty. Still a remarkably strong reason to buy one
- ▲ Bluetooth audio is an absolute must these days. How did we ever manage without it?

BAD STUFF

- ▼ Pathetic acceleration on the motorway
- ▼ To open the boot the engine needs to be turned off and the key out of the ignition. So annoying when running errands

MILEAGE AND MPG THIS MONTH

0 0 2 3 1

36.1





Future is now

olleague Sam Philip recently had his mind blown by Tesla's Model S P85D, its McLaren F1bothering acceleration and the brain-frying effects of its 691bhp.

The Zoe makes do with around a tenth of that. Yet switching between conventionally powered cars and into Renault's little EV results in the same feeling every time: this is the future.

It's also a great pub debate. One friend of mine had to be restrained from driving a VW e-Up he'd borrowed into the nearest ditch. Another - currently Audi R8-owning - mate has had an electric epiphany and is convinced the ICE is doomed.

With the end in sight for the TG Zoe, I reckon they're both wrong, and the two can co-exist. Yes, the concept of pure driving entertainment pretty much takes a walk - even in the Tesla P85D, I'd arque, unless you're obsessed with straight-line surge - but EVs deliver two things we could all use a lot more of: peace and quiet.

REPORT 5

Electric motor, FWD, 88bhp, 162lb ft N/A mpg, N/A g/km CO₂ 00–62mph in 13.5secs, 84mph

■ 1468kg £ £20,043

Total mileage 3512 **Driver** Jason Barlow Why it's here Can a family live with a pure electric vehicle?



HELLO ● 5204cc, V10, 602bhp @ 8250rpm, 413lb ft @ 6500rpm ● 22.6mpg, 290g/km CO₂ O-62mph in 3.2secs, 202mph
1422kg
£ 180,720
Total mileage
10,036

Driver Charlie Turner **Why it's here** Is this the first Lambo you can use day-to-day?

o, you're not hallucinating. Somehow, we seem to have persuaded the good people at Lamborghini HQ in Sant'Agata to let us run

a Huracán for a few months, to see if this is truly a daily-usable supercar. And yes, I still pinch myself every morning.

Some initial reviews criticised the Huracán for having gone a bit soft, a bit too accessible, a bit lacking in drama. In my opinion, what a lot of the criticism failed to take into account is that this is the baseline Huracán, the one that's supposed to be a bit more genial. There are already more hardcore variants in the pipeline, so comparing it with the last of the Gallardo genus slightly misses the point.

It also begs the question of how much super you really need in a supercar, because the figures speak for themselves: the revised 5.2-litre V10 produces 602bhp and 413lb ft of torque, 75 per cent of which is available from just 1,000rpm. Such accessible torque is good for daily driving and excellent for speed, with traditional Lambo AWD allowing for 0-62mph in 3.2 seconds -0.2 faster than the ultimate road-going Gallardo, the Super Trofeo. And it'll do 202mph. Which is probably enough for my commute.

I think the thing people have seized upon is the Huracán's affability: the gearbox works, the handling is flattering and it doesn't attempt to put you in a tree at the first decent corner. This, to some, is a bad thing. Can't think why. And then there's the way it looks. Not radical enough? Well, the design is emphasised in the matt-black spec of our car, and I challenge you to park it anywhere in the half-light and find a bad angle in the















Take a Lamborghini, add many hexagons, create the Huracán. Give it to TG and start praying..

stunning Filippo Perini design. It's a proper grower in the metal.

Inside, the supercar staples continue: narrow letterbox windscreen and minimal rear visibility, engine visible just behind your ears, seating position low-slung. Perini's hexagon obsession does a good job of hiding the Audi components because they all lurk beneath bespoke buttons, and the graphics on the TFT dash have been Lamborghini-styled and work with the reliability and accuracy you'd expect from a TT. This is good sharing.

Initial impressions? The Huracán is a usable car, something you would struggle to say of an Aventador, but, for my money, this makes it a more attractive proposition. Every journey is an event, but without the chore that comes with extremity. But the potential is still there.

Next month, we'll explore that potential.

HURACÁN

GOOD STUFF

It's a Lambo, and for a few months it's ours, with no mileage limits or restrictions. Oo-er

Nat-asp V10 is a soulful heart in a world increasingly dominated by forced induction

BAD STUFF

▼ Rear visibility you can't see much

▼ Lots of noise from the valvetrain, apparently this has been fixed on later production cars

MILEAGE AND MPG THIS MONTH 0 0 2 3 6 7





Tracking shot

e were down at Dunsfold and needed to give our tame racing driver somewhere to put his boots up between takes.

Step forward the useful-as-a-Swiss-Army-knife VW California. Raise the leccy roof and you can then lift the 'floor' between upper and lower decks on its gas struts to give a full-height interior. Pull all the blinds down and you have total privacy, allowing Stig to get up to whatever it is a non-speaking automaton does for downtime when not making tyres howl with pain.

In all seriousness, it is the perfect photoshoot support wagon, combining the two essentials: good mobile photography platform (sliding side door, easy to get low camera angles) and tea-making facilities (on-board water, kettle, teabags, and fridge for the milk).

The Cali also proved its versatility this month by undertaking trips to the tip. Not something it struggles with, to be fair.

REPORT 10

- 1968cc, 4cyl bi-turbo diesel, 178bhp
- 37.2mpq, 199q/km CO₂
- 00-62mph in 12.4secs, 117mph
- **2634kg £ £49,214/£58,834**

Total mileage 16,989 **Driver** Ollie Marriage

Why it's here Is VW's camper van worth 20 years of holidays in Spain?



HELLO ● 1997cc, 4cyl, FWD, 176bhp, 295lb ft ● 56.5mpg, 130g/km CO₂ ● 0-62mph in 8.7secs, 135mph ● 1703kg € £27,165/£33,510 **Total mileage** 580 **Driver** Adam Waddell **Why it's here** Is Ford's family favourite still a sensible family choice?

s it just me, or does the new Mondeo's chrome grille look a bit Aston Martin? If you squint really hard, try telling me that the Mondeo doesn't look a teensy bit like a Rapide. OK, I appreciate that this might be pushing things a bit, but it's still a decent-looking car. I reckon the estate is better-looking than the hatch, and, with

standard 17s – it looks the business.

Step inside, and you'll find a roomy and well laid-out interior. The seats are big and comfortable, the finishes are of pretty high quality and the phone and music connectivity is seamlessly perfect.

19in alloys - a £500 option over the

The same can't be said of the satnav, however. I'll be honest, I haven't consulted the manual as yet, but I really shouldn't have to – I drive a lot of cars and, in most cases, the nav is completely intuitive, but that's simply not the case here. Also, such is the angle of the screen, despite being a full eight inches, it's almost impossible to read in strong sunlight.









Top: new Ford Mondeo shows off its shiny new grille. Middle: Aston Martin Rapide S looks a lot like the Mondeo...

Behind the wheel, you won't be disappointed, though – the Mondeo nails that mix of comfortable ride and yet agile handling, while also being impressively refined on the motorway.

For looks, quality and driving experience, the Mondeo is right up there with its German rivals. The only area in which it loses out ever so slightly is the interior quality, but that is more than reflected in the price. If Ford set out to make a great all-rounder, it's done just that. Satnav aside, my only major niggle is that I've genuinely never driven a car that pings at you quite so much. We'll see over the coming months whether I get used to that, but all things being good, I think the Mondeo will prove to be an excellent choice for those not obsessed with badges.

GARAGE LOGBOOK 2.OTDCi TITANIUM ESTATE

GOOD STUFF

Come on, put your prejudices aside – it's a decent-looker and eminently capable

▲ Never skimp on the wheels. Anything less than our 19s would look lost in those wheelarches

BAD STUFF

- ▼ I always thought it was only Japanese cars that drove you mad with incessant pings for no apparent reason
- ▼ Power tailgate is £400. You've got time for a cuppa while it opens and closes, though

MILEAGE AND MPG THIS MONTH















No pressure

o there we were, me and the V-Raptor, pulling onto the A1 from a side road. Said action requires getting up to speed rapidly, but not in a foolhardy manner,

so about 70 per cent throttle and smart reactions. The H-VR ran up the boost with the usual satisfying whine 'n' growl combination and then the dash lit up like the proverbial Christmas tree. Oh dear.

Now, I don't know about you, but anything that signals low oil pressure from a high-performance engine spells trouble. So I pulled in and shut down an engine that otherwise sounded fine. It obviously wasn't, mind, as it then failed to restart, and required recovery - itself a complicated process when the car in question has a track of 6ft+ and barely fits a standard low-loader. The H-VR is now in the care of Delta Motorsport, which is trying to figure out exactly whether the lights spell terminal woes or it's just a faulty sensor or oil pump. I'm desolate.

REPORT 3

- 6210cc, V8, 4WD, 623bhp, 627lb ft
- 14.3mpg, 428g/km CO₂
- 00–62mph in 5.2secs, 110mph
- **2789kg € \$95,000/£60,000**

Total mileage 9853 **Driver** Tom Ford Why it's here Because you just would, wouldn't you?



HELLO 6166cc, V8, RWD, 707bhp, 650lb ft 15.6mpg, n/a g/km CO₂ © 0-62mph in 3.9secs, 199mph ■ 2013kg £ \$60,990/\$65,695 **Total mileage** 1750

Driver Pat Devereux **Why it's here** What's it like to live with a 700+bhp muscle car?

t's hard to think of a car that sums up all that's good about car ownership in the US in 2015 better than the Dodge Challenger Hellcat.

It's super-fast, sumptuously comfortable, looks good inside and out and costs just \$61,000. Horsepower has never been less expensive or more readily accessible in a production car.

It's got all the retro muscle-car design cues sorted - from its classic low and wide two-door fastback shape to the completely redesigned and reimagined interior - combined with all the modern technology you want and need. The award-winning U-Connect infotainment system is fast, savvy and simple to use, shaming many systems on much more expensive cars.

And then there's that engine, all 6.2 litres of supercharged Hemi V8 of it. Dodge says it is rated at 707bhp - which would put it between the Lamborghini Aventador (700bhp) and Ferrari F12 (730bhp) in the power-output league. But it feels a good deal higher than that. More like 750bhp.

That has as much to do with the way it produces its power as the big number itself. Far from being the wayward handful the Ford Shelby GT500

can be if you're not careful, the Challenger Hellcat has immediate and manageable power available from 1rpm to the 6,000rpm red line.

To see if the Challenger Hellcat's charm endures for









Full Vanishina Point style for the Hellcat is a no-brainer. Fuel cap? This will be $unscrewed\,very\,often$

more than a few days, we are running this one for six months. It's in full Vanishing Point spec - minimalist flat white paint, no stripes. You have to have black wheels on a white car, so we have the matt-black 20-inchers on there - a no-cost option. Inside we have the leather SRT seats, red seat belts and upgraded U-Connect system, which adds a few more speakers and functions.

The final options are an eight-speed auto 'box instead of the six-speed manual - as this car will spend a lot of time in town. And a set of summer performance tyres, as the car needs all the grip it can get. But even with all these boxes ticked, it still only costs just over \$65k. A bargain? We think so, but let's find out...

GOOD STUFF

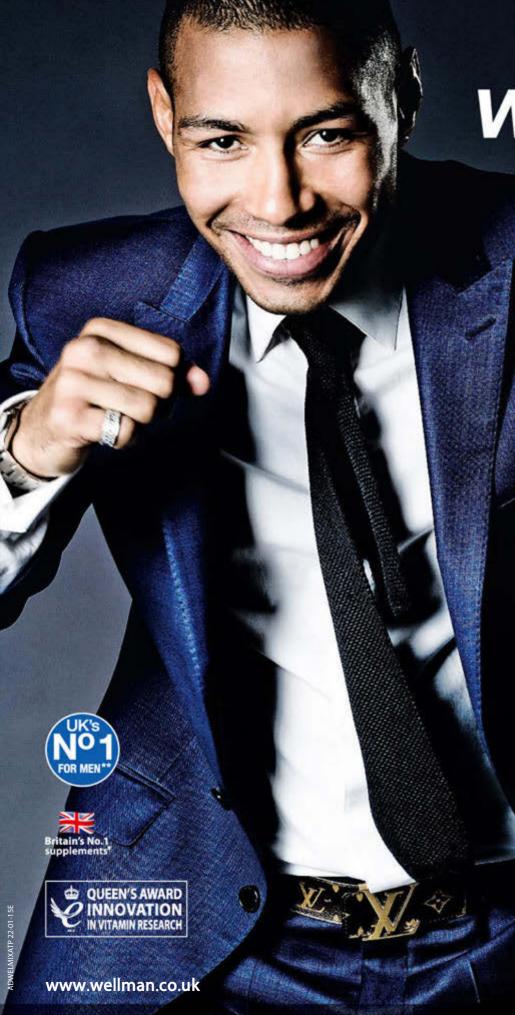
- No production engine produces more power for less cash than the Hemi Hellcat
- Instruments echo all the muscle-car past - yet are thoroughly modern in every way

BAD STUFF

- ▼ Even the optional stickier summer tyres are easily overwhelmed by the power
- ▼ 61-litre petrol tank is small for a car with a thirst as big as this: 200 miles is true range

MILEAGE AND MPG THIS MONTH





wellman

"I have been taking **Wellman**® for many years now and I just don't feel the same when I'm not using it. Anyone competing or living a healthy lifestyle should consider **Wellman**® in their life. I'm a champion and I recommend it."

Phy Cherches

Ashley Theophane

- British Champion 2011 2012
- World Welterweight Champion (GBC)
- International Champion (IBO)
- Welterweight World Number 4 (IBF)

Wellman[®] is an advanced range of nutritional products, tailored to the specific requirements of men. It has helped **World Champion boxer Ashley Theophane** so whether you're competing or not, why not see what it can do for you?



Wellman® Original tablets



Wellman® Sport tablets

VITABIOTICS SCIENCE OF HEALTHY LIVING

From Boots, Superdrug, supermarkets, Holland & Barrett, pharmacies & health stores
*(IRI value data. 52 w/e 6th September 14). **UK's No1 men's supplement brand.

TOPGEAR

EVERYTHING YOU NEED TO KNOW ABOUT **BUYING NEW CARS** PRODUCED BY RESEARCH

VOLKSWAGEN

HOW IT WORKS

Quietly brilliant, thoroughly deserving of every accolade chucked its way. Up and Golf particular highlights.

IGOLF

The best done better than ever. You need no other hatchback. So don't waste your time looking.



		PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
1.4 ACT GT	5d	£23,850	8.4	131	140	184	58.9	112	8/10
2.0 GTI 5d	•	£27,235	6.5	153	220	258	47.1	139	8/10
2.0 GTD 5d		£26,670	7.5	143	184	258	67.3	109	8/10

Euro NCAP **** LxWxH in mm: 4260x1800x1450, 50-litre fuel tank, 380/1270-lisse boot, 12 engines, 8 teims, 29 models in total.

TG SPEAKS Our verdict on the brand

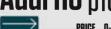
MODEL CHOICE

lust the ones that count

- SOME WORDS... ..about the car
- CRASH TESTING You want five stars here
- **69** YELLOW BAR
- Denotes the TG Favourites
- **BOOT VOLUME** Two numbers? Seats up/down
- FUEL ECONOMY Less is. um. more
- NOT EVERY ENGINE is available with every trim!

NEW IN THIS MONTH

Audi R8 p162



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING

5.2 V10 Plus £137.500 3.2 205 610 413 22.8 289

Skoda Superb p175



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING

2.0 TDI 150 SE £22.090 8.9 135 150 250 68.9 108





TopGear on Alfa Romeo: The best badge in the business, now worn by two hatches and a sports car that divides opinion. History repeating?



Lotus by Alfa, with the odd Alfa foible to boot. But when a car's this pretty, light and engaging, you just want one.



PRICE 0-62 MPH BHP LBFT MPG CO2 RATING £51,500 4.5 160 240 258 41.5 157 5/10 1.7T Coupe £59.500 4.5 160 240 258 41.5 157 5/10 1.7T Spider

Euro NCAP N/A, LxWxH in mm: 3989x1864x1183, 40-litre fuel tank, 110-litre boot, 1 engine, 1 trim, 2 models in total.

Alfa's small car is actually quite big, except on the inside. Yes, it's the Mini all over again, but worse to drive.



PRICE 0-62 MPH BHP LB FT MPG CO2 £20,300 7.3 136 172 185 52.3 124 4/10 1.4 170 OV

Euro NCAP LxWxH in mm: 4060x1820x1540, 45-litre fuel tank, 270/950-litre boot, 5 engines, 4 trims, 11 models in total.

GIULIETTA

Another pizza slice from Fiat's Taste The Difference range. It's no Golf, which is why you want it, and also why you don't.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 2.0 JTDM-2 £21,930 8.8 130 150 280 67.3 110 6/10

Euro NCAP **** LxWxH in mm: 4350x1800x1460, 60-litre fuel tank, 450-litre boot, 7 engines, 6 trims, 15 models in total.

TopGear on Ariel: Artfully shaped metalwork containing frenzied engines and a man clinging on for dear life. Hectic, addictive.

The single most insane car on sale. Even the regular version will redefine your sense of what's possible in a car.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 2.0 245 £32,255 3.2 141 245 154 N/A N/A 9/10 2.0 SC 350 R £64,800 2.5 155 330 243 N/A N/A 9/10

Euro NCAP N/A, LxWxH in mm: 3410x1800x1200, 42-litre fuel tank, N/A-litre boot, 3 engines, 1 trim, 3 models in total.

TopGear on Aston Martin: Achingly cool cars that make up in beauty and charisma what they lack in technical and dynamic ability.

VANTAGE

The car that took on the 911. And lost. But it's an Aston, which means brogues to the Porsche's two-a-penny trainers.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATIN
4.7 V8 N430	£94,995	4.8	189	430	361	20.4	321	7/10
6.0 V12 S	£138,995	3.7	205	573	458	17.2	388	8/10

Euro NCAP n/a, LxWxH in mm: 4380x1870x1260, 80-litre fuel tank, 300-litre boot, 4 engines, 5 trims, 9 models in total

Actually a blend of DB9 and now-defunct Virage. Not without charm, but, really Aston, it's time for some new ideas.



PRICE 0-62 MPH BHP LBFT MPG CO2 £133,495 4.6 183 517 457 19.8 333 7/10

Euro NCAP n/a, LxWxH in mm: 4710x1880x1270, 80-litre fuel tank. 175-litre boot, 1 engine, 1 trim, 2 models in total

VANQUISH

Overhauled DBS is another evolutionary step from Aston and is likely to struggle to broaden the customer base.



	PRICE	0-62	MPH	BHP	LB FT	MPG	C02	RATING
V12 Coupe	£195,950	3.8	201	576	465	22.1	298	8/10
V12 Volante	£207,950	4.0	197	576	465	22.1	298	8/10

Euro NCAP n/a, LxWxH in mm: 4692x1912x1294, 78-litre fuel tank, 368-litre boot, 1 engine, 1 trim, 2 models in total.

RAPIDE S

Aston has ensured the latest Rapide is, err, rapid-er by giving it the engine from the latest Vanquish. Better than ever.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
6.0 V12	£147,950	4.4	203	560	465	21.9	300	8/10

Euro NCAP n/a, LxWxH in mm: 5019x1929x1360, 90.5-litre fuel tank 317/886-litre boot, 1 engine, 1 trim, 1 model in total.

Aspirational premium brand is inventing so many niches, if there's not one for you today, there will be by tomorrow.



PRICE 0-62 MPH BHP LBFT MPG 1.4 TFSI Sport £16,690 8.8 127 125 147 57.6 115 £25,380 5.8 155 231 272 40.3 162

Euro NCAP *****LxWxH in mm: 3973x1740x1416, 45-litre fuel tank, 270/920-litre boot, 4 engines, 4 trims, 14 models in total.

New A3 old looks But new bits underneath and a really rather lovely cabin.
Slight naffness standard with every model.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.4 TFSI Sport	£21,275	9.2	128	125	147	55.4	117	6/10
e-tron	£29,950	7.6	138	204	258	177.6	37	8/10
S3	£30,940	5.2	155	300	280	40.4	162	7/10
2.0 TDI Sport	£23,575	8.6	134	150	236	68.9	106	7/10

Euro NCAP *****LxWxH in mm: 4230x1770x1420, 45-litre fuel tank, 365/1,100-litre boot, 10 engines, 6 trims, 70 models in total.

DATA IN NUMBERS: PLUG-IN ECONOMY

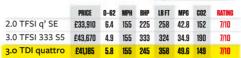
- → Fuel range, fully-charged A3 e-tron 584 miles
- → Time to fully charge an A3 e-tron Four hours

Competence is overrated. And here's the proof. Yep, the A4 has all the quality and image you crave, but it's a bit... cold



**** LxWxH in mm: 4700x1830x1420, 65-litre fuel tank, 480/962-litre boot, 11 engines, 5 trims, 53 models in total.

An artful lesson in understatement, Audi's A5 does desirable without the flash Unless you spec it in white with 20s. Fool.



Euro NCAP n/a, LxWxH in mm: 4630x1860x1370, 65-litre fuel tank, 455/829-litre boot, 8 engines, 5 trims, 45 models in total.

A6

Audi's photocopier styling department has pulled another one out the bag. Still not up to 5-Series standards.

·									
	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING	
RS 6	£78,790	3.9	155	560	516	28.8	229	8/10	
2.0 TDI ultra SE	£32,295	8.4	144	190	280	65.7	113	6/10	
3.0 BiTDI SE Av'	£48,515	5.2	155	320	479	45.6	164	7/10	

Euro NCAP *****LxWxH in mm: 4910x1870x1460, 65-litre fuel tank, 535/1680-litre boot, 8 engines, 6 trims, 23 models in total.

DATA IN NUMBERS: HORSES V LITRES

- → Audi RSA hhn 580
- \rightarrow Audi RS6 boot space, litres 565

Audi's niche-busting continues. The A7 is basically an A8 hatch, with the added suggestion that you might drive yourself.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
RS 7	£84,485	3.9	155	560	516	29.7	221	7/10
3.0 TDI BİTDI	£56,575	5.2	155	320	479	46.3	162	7/10

Euro NCAP n/a, LxWxH in mm: 4970x1911x1420, 73-litre fuel tank, 535/1390-litre boot, 6 engines, 5 trims, 13 models in total.

Will the A8 ever escape the S-Class's shadow? Probably not, but then on this evidence, it doesn't deserve to



PRICE 0-62 MPH BHP LBFT MPG CO2 W12 £98,110 4.6 155 500 461 25.0 264 6/10 £72,795 4.7 155 385 626 38.2 194

Euro NCAP n/a, LxWxH in mm: 5135/5270x1949x1460, 90-litre fuel tank, 520-litre boot, 5 engines, 6 trims, 17 models in total

It won't chase away the old stereotypes but the all-new TT is a big step forward. Interior is genuinely cool.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING	
2.0 TFSI Sport	£29,915	6.0	155	230	273	46.3	141	8/10	
2.0 TDI ultra	£29,810	7.1	150	184	280	62.8	116	8/10	
Euro NCAD *** I vWvH in mm: 4177v1922v12E2 E0 litro fuel									

tank, 305/712-litre boot, 3 engines, 3 trims, 14 models in total.

No V8, no manual – and only the faintest of restyles. Surely Audi hasn't dropped a difficult second album clanger...



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
5.2 V10	£119,500	3.5	200	540	398	23.9	275	TBA
5.2 V10 Plus	£137,500	3.2	205	610	413	22.8	289	TBA

Euro NCAP n/a. LxWxH in mm: 4470x1240x1940. TBA-litre fuel tank, TBA-litre boot, 2 engines, 2 trims, 2 m

This is the car Audi says rivals the Range Rover Evoque. Oh dear. A high-rise Golf with an inferiority complex.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
2.0 TDI quattro	£29,280	7.9	136	184	170	53.3	139	6/10

Euro NCAP ***** LxWxH in mm: 4385x1831x1608, 64-litre fuel tank, 420/1325-litre boot, 4 engines, 3 trims, 15 models in total.

Audi's 'small' SUV is only small because the Q7 is the size of sub-Saharan Africa. It's small inside though, if that helps.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
SQ5	£44,785	5.1	155	313	479	41.5	179	7/10
2.0 TDI q' SE	£32,695	8.4	130	190	295	49.6	148	5/10

Euro NCAP *****LxWxH in mm: 4630x1880x1650, 75-litre fuel tank, 540/1560-litre boot, 6 engines, 3 trims, 16 models in total.

About time too. New O7 smaller on the outside, bigger where it matters. Margin ally less offensive, too. Maybe.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
3.0 TDI 272 SE	£50,340	6.3	145	272	442	49.5	149	TBA

Euro NCAP n/a, LxWxH in mm: 5053x1963x1730, 100-litre fuel tank. 295/2075-litre boot, 1 engine, 2 trims, 2 models in total.

TopGear on BAC:

A car so good to drive that you'll need to take everyone you know out for a ride in it. Oh, wait...

Some say it's too extreme. All we know is that Stig once voted it his car of the year. And that some people are fools.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
2.3 280	£80,000	2.8	170	280	206	N/A	N/A	9/10

Euro NCAP n/a, LxWxH in mm: 3952x1800x1110, 35-litre fuel tank, NA-litre boot, 1 engine, 1 trim, 1 model in total.



The third generation TT. The critics' first choice.

Business users only with Contract Hire.[^]

Official fuel consumption figures for the Audi TT Coupé Sport 2.0 TDI ultra 184PS manual in mpg (I/100km): Urban 54.3 (5.2), Extra Urban 70.6 (4.0), Combined 62.8 (4.5). CO2 emissions: 116g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

TopGear on Bentley: Big cars favoured by many footballists. The cars are more genteel than their clientele. Yes, even the GT3-R.

CONTINENTAL GT

Way better than the David Dickinson image would suggest, the Conti GT is a masterclass in modern British style.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
4.0 V8 S	£149,800	4.5	192	521	502	26.8	246	8/10
4.0 V8 GT3-R	£238,665	3.6	170	580	517	22.3	295	7/10
6.0 W12 Speed	£168,300	4.2	206	635	605	19.5	338	8/10

Euro NCAP n/a, LxWxH in mm: 4800x1920x1400, 90-litre fuel tank. 358-litre boot, 5 engines, 5 trims, 9 models in total.

FLYING SPUR

Brilliant in many ways, but somehow fails to capture the essence of luxury as well as the Conti coupe.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
4.0 V8	£142,800	4.9	183	507	487	25.9	254	6/10
6.0 W12	£153,300	4.3	200	625	590	19.0	343	6/10

Euro NCAP n/a, LxWxH in mm: 5299x1976x1488, 90-litre fuel tank, 475-litre boot, 2 engines, 2 trims, 4 models in total.

MULSANNE

The replacement for the Arnage, and every bit as opulent and grand. If yo can ignore the looks, this is brilliant.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING	
6.75 V8	£229,360	5.1	184	512	752	16.8	393	7/10	
Euro NCAP n/a, LxWxH in mm: 5570x1930x1530, 96-litre fuel tank.									

443-litre boot, 1 engine, 2 trims, 2 models in total.

i cars good, 2-Series Active Tourer bad. We'll leave you to put the rest of BMW's range on the swing-o-meter.



The future is here, its electric and we love it. The rest are now playing catch up. From a long way behind.



	0 02	mPH	RHP	LB FT	MPG	CO2	RATING
30,980	7.2	93	170	184	n/a	0	8/10
34,130	7.9	93	170	184	470	13	9/10
	.,	.,					34,130 7.9 93 170 184 470 13

Euro NCAP ****LxWxH in mm: 3999x11775x1578, 9-litre fuel tank(REx), 260-litre boot, 2 engines, 4 trims, 8 models in total.

11-SERIES

Perhaps the pick of the premium hatches right now, the 1-Series thrashes the opposition for driving. M135i is bargainous gem.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	C02	RATING
116d ED+ 3d	£22,030	10.4	121	116	191	83.1	89	7/10
120d SE 5d	£25,305	7.1	142	190	295	65.7	114	7/10
M135i M Spt 3d	£30,835	5.1	155	326	332	35.3	188	9/10

Euro NCAP **** LxWxH in mm: 4329x1765x1421, 50/52-litre fuel tank, 360/1200-litre boot, 11 engines, 6 trims, 54 models in total.



VW UP 1.0 75 5DR

Price £11.760 **Specs** 75bhp, 70lb ft, 0-62mph 13.2secs. VMax 106mph. 60.1mpg. CO., 108g/km

VW has found a way to cram professionalism and quality into its smallest car. Mainly by being rather crafty with the packaging. Lovely to own.



FIAT PANDA TWINAIR

Price £11,375 Snecs 85bhp, 106lb ft, 0-62mph

11.2secs, VMax 110mph, 67.3mpg, CO, 99g/km

City cars should not only be good, they should be enthusiastic. The Panda almost bubbles over with enthusiasm. Nothing is as much fun for city nipping.



RENAULT TWINGO SCE

Price £10.995

Specs 71bhp, 67lb ft, 0-62mph 14.5secs, VMax 94mph, 67.3mpg CO, 95g/km

Rear-engined, rear-drive city car that's not a Porsche 911. Architecture shared with Smart, but cutesy attitude and Frenchness are all its own.



HYUNDAI 110 1.0 BLUE

Price £10,020

Specs 66bhp, 69lb ft, 0-62mph 1<u>5</u>.1secs, VMax 96mph, 65.7mpg, CO. 98a/km

Perhaps the i10 is a bit mature, but that aside, this is one very accomplished little city car. A poke in the eye for the big Euro brands.



FIAT 500 TWINAIR

Price £12.865

Specs 85bhp, 106lb ft, 0-62mph 11.0secs, VMax 107mph, 70.6mpg, CO, 92g/km

What the Panda wants to be when it hits the town at night. The same, but funkier. Also a bit more... feminine. Think clutch bag rather than rucksack.

2-SERIES

2-Series follows BMW's new naming strategy, but is very much its own ca And a rather good one at that.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
220i Sport	£26,195	7.0	146	184	199	44.8	148	7/10
220d Sport	£27,015	7.2	143	184	280	58.9	125	7/10
M235i	£34,540	5.0	155	326	332	34.9	189	8/10

Furo NCAP n/a LxWxH in mm: 4432x1774x1418 52-litre fuel tank, 390-litre boot, 5 engines, 3 trims, 10 models in total.

2-SERIES ACTIVE TOURER

BMW builds an MPV, but stupidly still quotes a Nürburgring time for it. First FWD BMW misses the point entirely.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
218i SE	£22,475	9.2	127	136	162	57.6	115	5/10
218d SE	£24,555	9.1	129	150	243	68.9	109	5/10
F NCAD 4242-1000-1555 51 lin- f1								

tank, 468-1510-litre boot, 6 engines, 4 trims, 23 models in total.

3-SERIES

Not only the benchmark small exec, but one of the best saloons of all. More versions are out now, all are excellent



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
335i M Sport	£38,265	5.5	155	306	295	35.7	186	8/10
M3	£56,595	4.3	155	431	406	32.1	204	8/10
320d ED Busi'	£30,175	8.0	143	163	280	68.9	109	9/10
320d xDrive SE	£30,975	7.5	145	184	280	57.6	128	9/10
330d xDrive M	£38,605	5.3	155	258	413	54.3	137	9/10

Euro NCAP *****LxWxH in mm: 4620x1810x1430, 57/60-litre fuel tank, 480-litre boot, 10 engines, 7 trims, 66 models in total.

4-SERIES

The name may have changed but the game's still the same. Smooth, genteel, refined and sport-ish.



435i M Sport £ 4 M4 £ 5					258	42.8	154	8/10
M4 £5	12.370	E / 1						
		U.4 I	155	306	295	35.8	185	8/10
4204 CE 00	57,055	4.3 1	155	431	406	32.1	204	7/10
4200 SE £3	32,495	7.3 1	149	190	295	67.3	111	8/10
420d SE xDr' GC £3	3,995	7.7 1	147	190	295	61.4	121	7/10

Euro NCAP n/a LxWxH in mm: 4638x1825x1362, 57/60-litre fuel tank, 445/480-litre boot, 7 engines, 6 trims, 86 models in total.

5-SERIES

Remains the best exec around thanks to cosseting cabin and ride. Big, smooth and brilliant - why d'you need a 7-Series?



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
535i Luxury	£44,690	5.7	155	306	295	37.7	174	7/10
M5	£73,970	4.3	155	560	501	28.5	232	8/10
520d SE	£32,365	7.9	147	190	295	65.7	114	8/10
530d Tour SE	£43,665	5.9	155	258	413	53.3	139	9/10
535d Lux	£48,920	5.3	155	313	464	52.3	143	8/10

Euro NCAP *****LxWxH in mm: 4907x1860x1460, 70-litre fuel tank, 520-litre boot, 13 engines, 6 trims, 62 models in total.

Audi Vorsprung durch Technik



The Audi TT Coupé Sport ultra from £359 per month.* Includes:

Audi Virtual Cockpit
 Xenon headlights
 18" alloy wheels
 What Car? Best coupé 2015





audi.co.uk/offers

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6-SERIES

Unusually, BMW launched the 6 as a Cabrio first. Also unusually, the coupe's a bit... rubbish. GC 4dr is much better.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
650i Sport Con'	£75,690	4.6	155	450	480	30.7	214	5/10
M6 Coupe	£94,635	4.2	155	560	501	28.5	232	7/10
640d GC SE	£62,295	5.4	155	313	464	50.4	148	8/10
M6 GC	£98,155	4.2	155	560	501	28.5	232	8/10

Euro NCAP n/a, LxWxH in mm: 4890x1890x1370, 70-litre fuel tank. 460-litre boot, 4 engines, 3 trims, 19 models in total

7-SERIES

Never as attractive a proposition as the Merc S-Class, the 7 is phenomenally good without anyone really giving a toss.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
ActiveHybrid 7	£66,200	5.7	155	320	331	41.5	158	5/10
740d SE	£65,465	5.5	155	313	464	49.6	149	7/10

Euro NCAP n/a, LxWxH in mm: 5070/5210x1900x1480, 82-litre fuel tank, 500-litre boot, 6 engines, 4 trims, 20 models in total.

74

sDriv

How does BMW get the Z4 wrong? It looks right, but doesn't drive right. The

ster kicks it in	the tend	lers.			v					
	PRICE	0-62	MPH	ВНР	LBFT	MPG	C02	RATING		
ve18i	£27,740	7.9	137	154	177	41.5	159	6/10		

£37,390 5.7 155 245 258 41.5 159

Euro NCAP n/a, LxWxH in mm: 4240x1790x1290, 61-litre fuel tank, 180/310-litre boot, 6 engines, 2 trims, 9 models in total.

A supercar for spacemen. There's nothing else like it: this is a performance car that makes a Prius look like a gas-guzzler.



PRICE	0-62	MPH	ВНР	LBFT	MPG	C02	RATING
£104,540	4.4	155	367	236	134.5	49	9/10

Euro NCAP n/a, LxWxH in mm: 4689x1942x1298, 42-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.

Far superior to the last one. So much so that you question the need for the X5. X3 is more socially acceptable, too.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
xDrive20d SE	£33,295	8.1	130	190	295	55.4	135	7/10
xDrive35d M Sp'	£45,695	5.3	152	313	465	47.1	157	7/10

Euro NCAP ****LxWxH in mm: 4648x1881x1675, 67-litre fuel tank, 550/1600-litre boot, 3 engines, 3 trims, 7 models in total

People with the hides of rhinos and a passion for obnoxiousness bought the X6, so we now have to suffer an X4. Joy.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
xDrive2od SE	£36,895	8.0	132	190	295	55.4	135	4/10
xDrive3od XLi'	£45,195	5.8	145	258	413	49.6	149	4/10

Euro NCAP n/a, LxWxH in mm: 4671x1915x1624, 67-litre fuel tank, 500/1400-litre boot, 3 engines, 2 trims, 6 models in total



FERRARI LA FERRARI

Price £1.000.000 Specs 950bhp, 663lb ft. 0-62mph 2.9secs, vmax 218mph. NAmpg, CO, 330g/km

This is the one. 6.2-litre naturally aspirated $\overline{V12}$, indulgent handling, magnificent soundtrack. Ferrari's most exciting road car since the F40. Awe-inspiring.



Price £646.651 **Specs** 875bhp, 943lb ft, 0-62mph 2.6secs, vmax 214mph. 94.2mpa, CO., 70a/km

Trust Porsche to take the most ludicrously complex tech and make it work first time out. Electric power acts like the world's best turbo. Hypnotically fast.



Price £866.000 **Specs** 903bhp, 664lb ft 0-62mph 2.8secs, vmax 217mph, 34.0mpg, CO., 194g/km

Clarkson termed it 'McLaren's giant leap for mankind'. Hard to argue with that. The P1 proves that not all hybrid's are for softies. This one's lightly terrifying.



Price £990.000 Specs 720bhp, 738lb ft, 0-62mph 3.2secs, vmax 230mph, 23.5mpg, CO, 300g/km

13 years after the Zonda comes... Why-Rah. Twin-turbo AMG V12 means ludicrous pace, active aero flaps mean ludicrous grip. A truly extravagant hypercar.



AVENTADOR

Price £260,040 Specs 690bhp, 509lb ft, 0-62mph 2.9secs, vmax 217mph, 17.6mpg, CO₂ 370g/km

It's a giant V12 Lambo with four-wheel drive and scissor doors. It spits blue flames from its exhaust. It's named after a fighting bull. Any questions?

Very good on tarmac, assuming you want to pummel it into submission. Just like with those building contracts, yeah?



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
M50d	£64,525	5.3	155	381	545	42.8	173	6/10
xDrive30d SE	£48,850	6.8	142	258	413	47.9	156	7/10

Euro NCAP n/a, LxWxH in mm: 4896x1938x1762, 85-litre fuel tank, 650/1870-litre boot, 3 engines, 3 trims, 5 models in total.

Top Gear on Bugatti: Molsheim has produced its last Concorde for the road. Now sit back and laugh at the service costs

The fastest, most expensive car in the world (until John Hennessey gets his act together). Veyron is the ultimate.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
/16 Grand Sp'	£1,139,985	2.5	252	1001	922	10.9	596	10/10

Euro NCAP n/a, LxWxH in mm: 4460x1990x1200, 100-litre fuel tank, n/a boot, 1 engine, 1 trim, 1 model in total.

TopGear on Caterham: Small, light and nimble 50-year old cars remain all that. But they didn't have to negotiate X6s in 1965.

SEVEN

As old as the hills, yet as energetic as a spring lamb. The small, light, flimsy template still serves the 7 well.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
0.8 160	£18,995	6.9	100	80	79	57.6	114	8/10
2.0 360	£26,995	4.8	130	183	143	n/a	n/a	7/10
R620	£49,995	2.8	155	310	219	n/a	n/a	9/10

Euro NCAP n/a, LxWxH in mm: 3530x1690x1140, 36-litre fuel tank, 75-litre boot, 5 engines, 5 trims, 5 models in total.

Top Gear on Chevrolet: If you're looking for Chevrolets such as the Aveo and Cruze, you're reading the wrong magazine.

CAMARO

Brilliant slice of Americana that's some how not as good on the A34 as cruising down Route 66, but we still would.



6.2 V8 Coupe	£35,345	5.2	155	432	419	20.0	329	7/10
Euro NCAP n	/a, LxWxH	in mr	n: 484	10x192	0x138	0, 72-li	itre fu	el tank,

320-litre boot, 1 engine, 1 trim, 2 models in total.

PRICE 0-62 MPH BHP LB FT MPG CO2

CORVETTE STINGRAY

The Americans have finally got serious about taking on the Porsche 911. Others have tried before, but rarely as well as this.



	PRIGE	U-62	MPH	RHL	FREI	MPG	GUZ	KATING
6.2 V8	£61,520	<4.0	186	460	465	23.5	279	8/10
Euro NCAP n	/a. LxWxH	l in mr	n: 449	95x178	0x123	5. TBC	-litre	fuel

tank, TBC-litre boot, 1 engine, 1 trim, 2 models in total.

CALCULATED PRECISION.

BMW 420i M SPORT COUPÉ, MONTHLY RENTALS FROM £339 (PLUS INITIAL RENTAL').

Calculated. That's the BMW 420i M Sport Coupé throughout. With 18" inch alloys, Xenon headlights and Media Package - BMW Professional as standard you'll appreciate why. And with a well-calculated offer from BMW Economics, you'll also appreciate the value.

BMW (UK) Ltd is a credit broker. Official fuel economy figures for the BMW 420i M Sport Coupé: Urban 33.2 mpg (8.51/100 km). Extra Urban 56.5 mpg (5.01/100 km). ilc paint, with a contract mileage of 30,000 miles and excess mileage charge of 9.96p per mile. Applies to new vehicles ordered at participal Hire agreement for a BMW 420i M Sport Coupé with optional metal condition and other charges may be payable. Hire available subject to status to UK residents aged 18 or over. Guarantees and indemnities may be required. Terms and conditions apply. Offer may be varied,

Top Gear on Citroen: Design-led brand that's the most 'French' of the French car firms. Undergoing a bit of a renaissance these days. The first time Citroen got jiggy with Peugeot and Toyota, they created something quite cool. Now it's round two. PRICE 0-62 MPH BHP LB FT MPG CO2 1.0 Touch 3d £8,345 14.3 98 69 69 68.9 95 1.2 Flair 5d 65.7 99

£11,035 11.0 106 83 87

Euro NCAP LxWxH in mm: 3460x1620x1430, 35-litre fuel tank, 196/780-litre boot, 2 engines, 3 trims, 20 models in total.

C4 CACTUS

Breath of fresh air, as only Citroen can do. Great looking and with just enough gadgets to keep a modern family happy.

	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
1.2 PureT' 75	£12,990	12.9	103	75	87	61.4	105	8/10
1.2 PureT' 110	£15,890	9.3	117	110	151	60.1	107	8/10
1.6 BlueHDi 100	£15,490	10.7	114	100	187	83.1	90	8/10

Euro NCAP **** LxWxH in mm: 4157x1729x1480, 45-litre fuel tank, 358/1170-litre boot, 6 engines, 3 trims, 13 models in total.

GRAND C4 PICASSO

Funky newness from Citroen, helping make the world of MPVs more accept able. Headlights a particular success



70 6 105

£22,210 12.1 117 114 199 Euro NCAP **** LxWxH in mm: 4590x1830x1630, 60-litre fuel tank, 537/1851-litre boot, 5 engines, 4 trims, 11 models in total.

1.6 e-HDi 115

TopGear on Dacia: Cheap cars from Eastern Europe, via France for a bit of je ne sais quoi, and then on to the budget-conscious.

SANDERO

The UK's cheapest new car – you can lease one for less than a Sky TV package. Nothing here besides simple transport.

	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING	
1.2 75 Access	£5,995	14.5	97	75	78	47.9	137	6/10	
0.9 TCe 90 Amb	£7,595	11.1	109	90	99	54.3	120	6/10	
1.5 dCi 90 Amb	£8,595	12.1	107	90	162	74.3	99	6/10	

Euro NCAP ****LxWxH in mm: 4060x1730x1520, 50-litre fuel tank, 320/1200-litre boot, 3 engines, 3 trims, 7 mg

DUSTER



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
1.6 105 Access	£9,495	11.5	102	105	109	39.8	165	7/10
1.5 dCi Amb'	£11,995	11.8	106	110	177	56.5	130	7/10
1.5 dCi 4x4 Lau'	£15,495	12.5	104	110	177	53.3	137	7/10

Euro NCAP *** LxWxH in mm: 4320x1820x1700, 50-litre fuel tank,





Nissan Micra 915kg







Dacia Sandero 0.9T 962kg

Dacia Logan MCV 0.9 TCe 1038kg





Peugeot 208 1.0 3d 975kg

Ford Fiesta 1.080 1045kg





Toyota Yaris 1.0 980kg







Renault Clin 0.9 TCe 1009ka

Seat Ibiza 1.2 1049kg

TopGear on DS: Citroen's new sub-brand will focus on style, tech and luxury Think Lexus. Only French-er.

A former Car of the Year and a gigantic, mincing Gallic leap forward for Citroen. Not fast, but a kick up the arse for Mini.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING	
1.2 VTi DSign	£12,865	10.6	114	82	87	62.8	104	7/10	
1.6 THP DStyle	£17,790	7.5	135	165	177	50.4	129	7/10	
1.6 e-HDi DSt'	£15,820	12.5	113	90	169	78.5	95	7/10	

Euro NCAP *****LxWxH in mm: 3950x1720x1480, 48-litre fuel tank, 285/880-litre boot, 5 engines, 4 trims, 12 models in total.

Not as good as the DS3, not as cool as the DS5. An awkward middle-child that's best avoided.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.2 DSign	£18,695	10.0	123	130	169	55.4	119	TBA
1.6 BlueHDi DSi'	£19,895	12.2	120	120	236	65.7	100	TBA
Fure NCAD								

410-1185-litre boot, 6 engines, 3 trims, 9 models in total.

DATA IN NUMBERS: DS4 DESIRE?

- → DS4 1.2 PureTech 130 DSign £18.698
- → Nissan Oashqai 1.2 TCe 115 Visia £18.268

DS5

The most avantgarde of all the DS. Not as inspiring as the DS3, and the ride is terrible, but family cars come no cooler



	PRIGE	U-62	MPH	RHL	TRE	MPG	GUZ	KAIING
1.6 THP 200	£28,920	8.5	146	200	203	42.2	155	5/10
2.0 HDi DSport	£28,955	8.5	134	160	250	57.6	128	7/10

Euro NCAP *****LxWxH in mm: 4530x1870x1540, 45-litre fuel tank, 465-litre boot (Hybrid 325I), 4 engines, 3 trims, 10 models in total.

Top Gear on Ferrari: Art and science blended into the most alluring and diverse supercar range in the company's history.

CALIFORNIA T

The Ferrari that everyone thought was a Maserati now has a turbo V8. Purists will hate it, but it'll bring in buyers.



PRICE 0-62 MPH BHP LB FT MPG CO2 £154,490 3.6 196 560 556 26.9 250 8/10 Euro NCAP n/a, LxWxH in mm: 4570x1910x1322, 78-litre fuel tank, 240/340-litre boot, 1 engine, 1 trim, 1 model in total.

DATA IN NUMBERS: CALIFORNIA DREAM?

- → **Porsche 911 Turbo S Cabrio 5**60bhp, £150,857
- → **Ferrari California T** 560bhp, £154,490
- → Bentley Conti GT V8 S Conv 528bhp, £164,800



Combined 44.8 mpg (6.3 l/100 km). COz emissions 146 g/km. Figures may vary depending on driving style and conditions. *Initial rental £5,099. Price shown is for a 36 month Personal Contract retailers between 1 April and 30 June 2015 and registered by 30 September 2015 (subject to availability). Retail customers only. At the end of your agreement you must return the vehicle. Excess mileage, vehicle withdrawn or extended at any time. Hire provided by BMW Financial Services (GB) Limited, Bartley Way, Hook, Hampshire RG27 9UF.

The finest sports car of the past five years. Utterly mind-blowing. You show want one. Everyone should want one You should



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
4.5 V8 Italia	£178,551	3.4	202	562	398	20.6	307	10/10
4.5 V8 Speciale	£208,090	3.0	202	605	398	23.9	275	10/10
4.5 V8 Spider	£198,996	3.4	198	562	398	21.2	307	10/10

Euro NCAP n/a, LxWxH in mm: 4580x1940x1210, 86-litre fuel tank, 230-litre boot, 2 engines, 3 trims, 3 models in total.

FI2

The F12 is bombastic, epic and howlingly fast. The fastest ever until the LaFerrari came along. Emphatically not just a GT.



PRICE 0-62 MPH BHP LB FT MPG CO2 63 V12 £240,083 3.1 211 740 508 18.8 350 Euro NCAP n/a, LxWxH in mm: 4620x1940x1270, 92-litre fuel tank, 350-litre boot, 1 engine, 1 trim, 1 model in total.

A 4wd Ferrari estate, making this the most practical 208mph family car around. Buy it for the 6.3-litre V12, not the 450-litre boot.



PRICE 0-62 MPH BHP LBFT MPG CO2 6.3 V12 £227,167 3.7 208 660 503 18.3 360 Euro NCAP n/a, LxWxH in mm: 4910x1960x1380, 91-litre fuel tank,

450/800-litre boot, 1 engine, 1 trim, 1 model in total.

LAFERRARI

Meet the most drivable, engaging and friendly 950bhp hypercar you can imagine. Also has electric, but you wouldn't know it.



PRICE 0-62 MPH BHP LB FT MPG CO2 6.3 V12 KERS £1 million 2.9 218+ 950 664 19.8 330

Euro NCAP n/a, LxWxH in mm: 4702x1992x1116, TBC-litre fuel tank, TBC-litre boot, 1 engine, 1 trim, 1 model in total.

Top Gear on Fiat: Good when they do the small stuff, bad when they go beyond it. Buy a Panda and be content.

It's back, it's slightly rounder and it's still entirely brilliant. Come 'ere cuddly Panda, we want to give you a hug.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
TwinAir 85 Easy	£11,095	11.2	110	85	106	67.3	99	8/10
1.3 MJet Easy	£12.095	12.8	104	75	140	72.4	104	8/10

Euro NCAP LxWxH in mm: 3650x1640x1550, 35-litre fuel tank, 225/870-litre boot, 4 engines, 5 trims, 15 models in tota

Not quite the Sixties revival Fiat was angling for, but the 500 is a refreshing alternative to Mini-shaped ubiquity.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.3 MJet Lounge	£14,220	10.7	112	95	150	76.3	97	7/10
0.9 TwinAir S	£13,370	11.0	107	85	106	70.6	92	7/10

Furo NCAP **** XWxH in mm: 3550x1630x1490, 37-litre fuel tank, 185-litre boot, 4 engines, 5 trims, 32 mg

500L

Don't be misled by the badge and the headlights. The 500L is more Panda than 500, and bigger than you expect.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.4 95 Pop	£13,040	12.8	111	95	93	45.6	145	5/10
1.6 MJet Lounge	£19,090	11.3	112	105	236	62.8	117	5/10

Euro NCAP ***** LxWxH in mm: 3550x1630x1490, 37-litre fuel tank, 185-litre boot, 4 engines, 3 trims, 12 models in total.

ABARTH 500

Short on talent, long on appeal, that's the rufty-tufty Abarth. Pogo stick ride but ever so eager with it.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	C02	RATING
1.4 T-Jet 135	£14,560	7.9	127	135	148	43.5	155	7/10
595 1.4 Comp'	£18.990	7.4	130	162	148	43.5	155	7/10

***** LxWxH in mm: 3660x1630x1490, 35-litre fuel tank, 185/610-litre boot, 2 engines, 3 trims, 8 models in total

AUDI TT ROADSTER



BMW 2 SERIES CONVERTIBLE

Dear Car Clinic

Is the BMW 2 Series Convertible really that different from the old 1 Series? I'm looking to replace my old 120d, and I'm seriously tempted to leave BMW altogether and go for a TT Roadster. LEWIS BRADLEY, LOUGHBOROUGH

We wouldn't blame you, Lewis. The 2 Series Convertible is a decent car, but the TT has a lot going for it, too. There's that gorgeous interior, for one, and as a diesel it's a bit quicker. The BMW isn't as interesting to look at, but it's a more pleasant drive and you get a couple of (tiny) rear seats. And you'll get 50mpg from whichever one you choose. If it's style you're after - go with the Audi. But if those rear seats matter, you'll have to go BMW.

SPECS



AUDI TT ROADSTER

Engine

Performance 0-62 in 7.3 sec.



BMW 2 SERIES CONVERTIBLE Price

Engine

Performance |

500X

The guest to cash in on the 500 continues Similar lights, but otherwise there's nothing 500-ish here. Not a bad crossover, mind.



	PRICE	0-62	МДН	BHP	LBFT	MPG	CO2	RATING
1.4 MAir P'Star	£17.595		118		170	47.1	139	6/10
	,							
1.6 MJet P'Star	£19,095	10.5	116	120	236	68.9	109	6/10
2.0 MJet Cross	£24,095	9.8	118	140	258	51.4	144	6/10

Euro NCAP ****LxWxH in mm: 4248x1796x1600, 48-litre fuel tank, 350/1000-litre boot, 4 engines, 6 trims, 13 models in total.

TopGear on Ford: Proof that mass market motoring can have an edge. Note: this does not apply to the disappointing EcoSport.

FIESTA

Arguably the best supermini on sale. Pace-setter or pacemaker, there's some thing for everyone here.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
1.0T Zetec 3d	£14,095	11.2	112	100	125	65.7	99	8/10
1.6T 182 ST 3d	£17,395	6.9	139	182	213	47.9	139	9/10
1.6 TDCi Ztec 5d	£16,095	12.9	111	95	147	85.6	85	8/10
Euro NCAP **** LxWxH in mm: 3950x1720x1480, 42-litre fuel								

tank, 295/979-litre boot, 9 engines, 7 trims, 47 models in total

FOCUS

New engines, new interior design, even a tweak to perk the handling back up. Focus is back to its best.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
1.0T Zetec	£19,095	11.0	120	125	147	60.1	108	8/10
1.5T Tit' X	£23,820	8.6	130	182	177	51.4	127	8/10
2.0T ST	£22,195	6.5	155	255	250	41.5	159	8/10
1.5 TDCi Zetec	£19,795	10.5	120	120	199	74.3	98	8/10

Euro NCAP *****LxWxH in mm: 4358x1823x1484, 53-litre fuel tank, 363/1148-litre boot, 9 engines, 5 trims, 51 models in total.

MONDEO

Been on sale in the US for three years now. Smooth, refined and not too American. Well done Ford.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 TDCi Style	£21,095	12.1	119	115	199	78.5	94	7/10
1.5T Zetec	£21,345	9.2	138	160	177	48.7	134	7/10
2.0 TDCi Est Tit'	£25,295	9.5	130	150	258	67.3	109	7/10

Euro NCAP *****LxWxH in mm: 4780x1890x1500, 70-litre fuel tank, 540/1460-litre boot, 7 engines, 4 trims, 34 models in total.

B-MAX

Ford's reply to the Vauxhall Meriva. Sliding rear doors and no B-pillars means easy cess and brilliant packaging. Fine car.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING	
1.0T Zetec	£15,495	13.2	109	100	125	55.4	119	7/10	
1.0T Titanium	£17,295	11.2	117	125	147	57.7	114	8/10	
1.6 TDCi Tit	£17,995	13.9	108	95	158	70.6	104	7/10	
F NCAD L-MALL in 4000-1000-1000 40 libra firel									

tank, 318/1386-litre boot, 6 engines, 4 trims, 14 models in total

C-MAX

Now with added grille. C-Max gets Ford's new family face and myriad very welcome improvements elsewhere.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
1.0T Zetec	£19,195	11.4	116	125	125	55.4	117	TBA
2.0 TDCI Ti' Gr'	£24,495	9.8	126	150	273	61.4	119	TBA

Euro NCAP **** LxWxH in mm: 4380/4519x1860x1620, 53/60-litre fuel tank, 432/1723-litre boot, 4 engines, 3 trims, 20 models in total.

S-MAX

Second-gen of Ford's low-roofed MPV keeps its dad's fine dynamics, with a much smarter interior



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.5 SCTi Zetec	£24,545	9.9	124	160	177	43.5	149	TBA
2.0 TDCi Zetec	£26,445	10.8	123	150	258	56.5	129	TBA
2.0 TDCi AWD	£32,945	10.5	128	180	295	48.7	149	TBA

Euro NCAP n/a, LxWxH in mm: 4796x1916x1655, 70-litre fuel tank, 285/2200-litre boot, 7 engines, 5 trims, 11 models in total

GALAXY

Ford's flagship seven-seater offers extra headroom, but is otherwise upstaged by the livelier and more desirable S-Max.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 2.0 TDCi Tit' £29,145 9.5 126 163 250 49.6 152

Euro NCAP ***** LxWxH in mm: 4770x1880x1660, 70-litre fuel tank, 285/2000-litre boot, 5 engines, 3 trims, 13 models in total.

The Kuga has grown up and bought some sensible slacks. Sure, it's highly competent, but so are others



PRICE 0-62 MPH RHP ID ET MDC rno DATING 1.5T Titanium £22,645 9.7 121 150 177 45.6 143 6/10 2.0 TDCi AWD £26,345 9.2 126 180 295 54.3 135

> Euro NCAP ***** LxWxH in mm: 4520x1840x1700, 57-litre fuel tank, 456/1653-litre boot, 4 engines, 4 trims, 16 models in total.

MUSTANG

At last, a muscle car to call our own. Mustang now here in right-hand drive, still feels very American. Also large.



PRICE 0-62 MPH RHP IRFT MPG CO2 2.3 Ecoboost £28,995 5.8 155 314 320 35.3 179 7/10 5.0 V8 GT £32,995 4.8 155 418 387 20.9 299

Euro NCAP n/a, LxWxH in mm: 4784x1916x1381, 61-litre fuel tank, TBA-litre boot, 2 engines, 2 trims, 4 models in total

pGear on Ginetta:

As seen performing in BTCC support races. Frothy, sparse lightweights now legal for the road. If you must.

Two-seat sports car that's not hugely powerful but feels quick because it weights so little. Short on interior luxuries.



PRICE 0-62 MPH BHP LBFT MPG CO2 RATING £29,950 5.8 140 175 140 29 181 TRA

Euro NCAP n/a, LxWxH in mm: 3750x1640x1050, 45-litre fuel tank, 200-litre boot, 1 engine, 2 trims, 2 models in total.

Ginetta bought the stillborn Farbio and re-engineered it. Carbon-bodied G60 isn't cheap, but looks and sounds great.



PRICE 0-62 MPH RHP IRFT MPG CO2 RATING 37 V6 £68,000 4.9 165 310 288 31 n/a 6/10

Euro NCAP n/a, LxWxH in mm: 4220x1940x1050, 80-litre fuel tank, 200-litre boot, 1 engine, 1 trim, 1 model in total.

Reliable, practical model range that sorely needs the Civic Type-R and NSX fairydust to rekindle the magic.

Individual and ingenious, the Jazz deserves to be bought by more people under ninety than it is.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 1.4 i-VTEC EX £15,995 11.8 113 98 94 50.4 129 7/10

Euro NCAP ***** LxWxH in mm: 3900x1940x1170, 42-litre fuel tank, 335/1320-litre boot, 3 engines, 8 trims, 15 models in total.

Facelift helps add interest to the fading Civic; Type R introduces a rocket into dealerships for guaranteed fireworks.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 2.0 Type R £29,995 5.7 167 310 295 38.7 170 1.6 DTEC Sport £20,820 10.5 129 120 221 76.3 98

Euro NCAP ***** LxWxH in mm: 4370x1770x1470, 50-litre fuel tank, 477/1378-litre boot, 4 engines, 6 trims, 25 models in total.

CR-V

A car engineered for accountants. It's a great all-rounder but deeply boring with it. There are few more reliable SUVs.



PRICE 0-62 MPH BHP LBFT MPG CO2 RATING 1.6 i-DTEC EX £27,570 9.6 125 160 258 55.4 133 6/10

Euro NCAP ***** LxWxH in mm: 4570x1820x1685, 58-litre fuel tank, 589/1648-litre boot, 3 engines, 4 trims, 11 models in total.

TopGear on Hyundai: Value-packed Korean has earned a proper reputation for capable cars. Excuse us while we tuck into our hats.

Lacks the charisma of the Panda and the sheer polish of the Up! but actually, if you don't care about cars, buy this one.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATIN
.0 S	£8,705	14.9	96	66	69	60.1	108	8/10
.2 SE	£10,270	12.1	106	87	88	57.6	114	8/10

Euro NCAP LxWxH in mm: 3665x1660x1500, 40-litre fuel tank, 252-litre boot, 2 engines, 3 trims, 7 models in total.

It's the new i20! It's not that exciting! It needs better engines! Otherwise a very worthy and competent supermini.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.2 S Air	£11,445	13.6	99	75	90	58.9	112	7/10
1.4 SE	£13,325	11.6	114	100	99	51.4	127	7/10

Euro NCAP n/a, LxWxH in mm: 4035x1734x1474, 50-litre fuel tank, 301/1042-litre boot, 5 engines, 6 trims, 13 models in total.

1130

Coo, Hyundai seems to be catching up with Kia in the design stakes, and catching up with everyone else everywhere else.





Euro NCAP *****LxWxH in mm: 4300x1780x1470, 53-litre fuel tank, 378/1316-litre boot, 5 engines, 5 trims, 18 models in total,

Not long ago, a Hyundai would be beige and so would its driver. The stylish i40 has changed all that. Estate is the pick.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING	
1.7 CRDi S Tour'	£21,650	10.5	124	141	251	65.7	114	7/10	

Euro NCAP *****LxWxH in mm: 4775x1815x1470, 70-litre fuel tank, 553/1719-litre boot, 2 engines, 4 trims, 16 models in total.

Like prog rock, a bit of a relic. Over-blown, thirsty and laughably expensive. Fails to rock us: where's the progress?



PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
£47,995	6.5	149	308	293	25.9	261	5/10

Euro NCAP n/a, LxWxH in mm: 4990x1890x1480, 73-litre fuel tank, 493-litre boot, 1 engine, 1 trim, 1 model in total.

IIX35

3.8 V6

A weirdly unattractive compact SUV that follows Hyundai's general trend towards being a lot less crap. You could do worse.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 2.0 CRDi 4WD £23,150 11.3 112 136 224 51.4 145

Euro NCAP LxWxH in mm: 4410x1820x1660, 58-litre fuel tank, 591/1436-litre boot, 3 engines, 4 trims, 15 models in total.

SANTA FE

Can't afford a Disco? Then step this way, as savvy Santa Fe shows there is another way. Gymkhana mums might not agree.



PRICE 0-62 MPH BHP LBFT MPG CO2 RATING 2.2 CRDi SE £27995 9.8 118 197 311 46.3 159

Euro NCAP LxWxH in mm: 4660x1890x1760, 70-litre fuel tank, 534-litre boot, 1 engine, 3 trims, 5 models in total.

Top Gear on Infiniti: Posh Nissan offshoot desperately aiming to emulate Lexus. In Europe, we're still struggling to notice. Or care.

More sharply styled but otherwise anony mous saloon from Nissan's lux wing. This time aimed at the BMW 3-Series.



PRICE 0-62 MPH BHP LB FT MPG CO2 O50 2.2d SE £28.650 8.5 140 170 295 65.0 114 Q50 Hybrid £40,695 5.2 155 364 402 43.0 144

Euro NCAP ***** LxWxH in mm: 4790x1820x1450, 74-litre fuel tank, 400/500-litre boot, 2 engines, 4 trims, 8 models in total.

Q70

Refined, classy and quick, but as bland as a Lexus and go carefully with the spec - it's your money you're throwing away



PRICE 0-62 MPH BHP LB FT MPG CO2 2.2d Premium £33,400 8.9 137 170 295 57.6 129 6/10 3 5h Premium £43,250 5.3 155 364 403 45.6 145 4/10

> Euro NCAP n/a, LxWxH in mm: 4950x1850x1500, 70/80-litre fuel tank, 350/450/500-litre boot, 3 engines, 5 trims, 9 models in total.

A crossover SUV thing that'll separate you from the BMW X3 and Freelander herds. Will anyone ever buy it off you?



PRICE 0-62 MPH BHP LB FT MPG CO2 £38,445 7.9 137 235 406 33.2 224

Euro NCAP n/a, LxWxH in mm: 4650x1800x1500, 80-litre fuel tank, 340/1175-litre boot, 2 engines, 3 trims, 5 models in total.

Want to avoid a BMW X6 and associated impressions of drug related violence? The QX70 is an option.



PRICE 0-62 MPH BHP LB FT MPG CO2 5.0 V8 S Prem' £54,750 5.8 155 390 368 21.6 307 6/10

Euro NCAP n/a, LxWxH in mm: 4870x1930x1540, 90-litre fuel tank, 410/1305-litre boot, 3 engines, 4 trims, 9 models in total.

Gorgeous Callum design and a raffish demeanor get you so far. Over-powered engines take you the rest of the way.

XE

2

Forget the F-Type, this is actually the most important Jaguar of the last decade. Needs to banish all memory of the X-Type. Oops.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	C02	RATING
2.0T SE	£26,995	7.7	147	200	206	37.7	179	8/10
2.0D 180 SE	£30,275	7.8	140	180	317	67.3	109	8/10
3.0 V6 S/C S	£44 870	51	155	340	332	34.9	194	8/10

Euro NCAP n/a LxWxH in mm: 4672x1850x1416, 47/56/63-litre fuel tank, 450-litre boot, 5 engines, 5 trims, 14 models in total,

DATA IN NUMBERS: BMW BEATER

- → Jaguar XE 2.0d 163 99g/km CC
- → BMW 320d EfficientDynamics 109g/km CO.

Starting to slip off the pace, but XF is still a judo chop to Jerry's solar plexus. Does luxury, dynamics and dares to be different.



O-62 MPH BHP LB FT MPG XFR-S S'brake £82,495 4.6 186 550 502 22.2 297 7/10 2.2D 163 Lux' £33,445 9.8 130 163 295 57.6 129 7/10 3 0D S PL'est £51,995 6.6 155 275 443 46.0 163

Euro NCAP **** LxWxH in mm: 4960x1880x1460, 70-litre fuel tank, 540/923-litre boot, 5 engines, 6 trims, 19 models in total.

Zoinks. The XJ is rapid, refined and just plain beautiful. The interior is so special we invented an award for it.



PRICE 0-62 MPH BHP LB FT MPG CO2 XJ L 3.0D Port' £67.870 6.4 155 275 443 47.0 159 XJL 3.0 SC Por' £73,450 5.7 155 340 332 30.0 224

Euro NCAP n/a, LxWxH in mm: 5120/5250x1890x1490, 82-litre fuel tank, 520-litre boot, 3 engines, 5 trims, 13 models in total

F-TYPE

Over-priced Cayman rival, or cut-price 911 alternative? Who cares, when the F-Type is this sodding good?



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
3.0 V6 S Coupe	£60,250	4.9	171	380	339	31.8	213	8/10
5.0 V8 R AWD	£85,025	3.9	186	550	501	25.0	269	8/10
3.0 V6 S Conv'	£67,520	4.9	171	380	339	31.0	213	7/10
5.0 V8 S Conv'	£79,985	4.3	186	495	460	25.5	259	7/10

Euro NCAP n/a, LxWxH in mm: 4470x1920x1300, 70-litre fuel tank, 196/315-litre boot, 3 engines, 3 trims, 14 models in total.

TopGear on Jeep: Oblong-obsessed 4x4 experts still trading off WWII heroics. Don't mention the Italian and German oily bits underneath.

Meet the Fiat 500X's Yankee cousin. The styling's a bit yee-hah, but it drives with Euro sophistication, with added fun.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
1.6 Sport	£16,995	11.9	111	112	112	47.1	141	6/10
1.4 MJet Longi'	£19,795	10.9	112	142	170	47.1	140	6/10

Euro NCAP **** LxWxH in mm: 4236x1805x1667, 48-litre fuel tank, 351/1356-litre boot, 5 engines, 5 trims, 15 models in total.

CHEROKEE

After a leave of absence, the Cherokee is back to do battle with the Freelander. It's priced well and looks... interesting.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
2.0 CRD 140	£25,495	10.9	116	140	258	53.3	139	6/10
2.0 CRD 170 4x4	£29,995	10.3	119	170	258	48.7	154	6/10

Euro NCAP ***** LxWxH in mm: 4623x1859x1669, 60-litre fuel tank, 714/1267-litre boot, 2 engines, 3 trims, 6 models in total.

GRAND CHEROKEE

Jeep may be under Fiat's control, but no-one appears to have told the Grand Cherokee. Big, thirsty, pricey.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
6.4 V8 SRT	£60,720	5.0	160	461	460	20.0	328	6/10
3.0 CRD O'land	£46,405	8.2	126	237	405	37.7	198	6/10

Euro NCAP ****LxWxH in mm: 4820x1940x1760, 93-litre fuel tank, 782/1554-litre boot, 2 engines, 4 trims, 5 models in total.

KIA

ear on Kia:

Seven year-warranty-backed range of whitegoods with barely a duffer among 'em. We're as surprised as you are.

PICANTO

A Kia cracker. Latest Picanto looks good, drives well, costs little and is warrantied to the max.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.0 1 3d	£8,345	13.9	95	68	70	67.3	99	7/10
1.25 2 5d	£10,745	11.0	106	85	89	65.7	100	7/10

Euro NCAP *** LxWxH in mm: 3600x1600x1480, 35-litre fuel tank, 200/870-litre boot, 2 engines, 7 trims, 11 models in total.

CEE'D

Still a white goods car, but now it's white goods by John Lewis. Build quality is a rival for VW now, as is much else.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
1.6 CRDi 4	£22,095	10.5	122	126	192	65.7	112	7/10
1.6T 3d GT	£20,700	7.4	143	201	195	38.2	171	7/10

Euro NCAP LxWxH in mm: 4310x1780x1470, 53-litre fuel tank, 380/1318-litre boot, 3 engines, 5 trims, 18 models in total.

SPORTAGE

One of the best-looking compact SUVs, but weird habits stop it being as good to drive as it is to look at.



	PRICE	0-62	MPH	BHP	LB FT	MPG	G02	RATING
1.7 CRDi 2WD 2	£21,200	11.9	107	114	188	54.3	135	6/10
2.0 CRDi KX-4	£28,200	9.4	120	181	282	46.3	158	6/10

Euro NCAP ***** LxWxH in mm: 4440x1860x1650, 58-litre fuel tank, 564/1353-litre boot, 4 engines, 6 trims, 9 models in total.

.AMBORGHINI

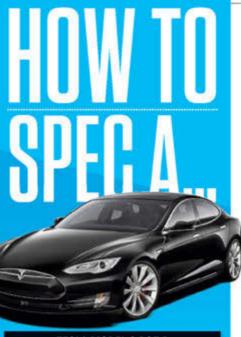
TopGear on Lamborghini: The supercar for those who don't care about lap times Or The Green Party. Or visibility. But like hexagons.

Lambo's riposte to the 458 and 650S Smoother, slicker, but is still essentially Gallardo v.2.0.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
LP 610-4	£188,000	3.2	202	610	413	22.6	290	9/10
Fure NCAD	la LyMyL	in	. 445	0.103	14116	E 00 I	f.	ol topk

TBA-litre boot, 1 engine, 1 trim, 1 model in total



TESLA MODEL S P85 D

Basic price £79,900 (after £5k grant) **Engine** Two electric motors, 85kWh battery, 682bhp, 686lb ft, N/Ampg, N/Ag/km Performance 0-60mph 3.1secs, 155mph Weight 2,106kg

Colour Obsidian Black Metallic (£850) Wheels 21-inch Silver Turbine (£3,800) **Trim** Black Next Generation Seats (£2,100) Standard equipment Keyless entry, sat-nav, blind spot warning, lane departure warning, DAB, parking sensors, power mirrors

Options Autopilot Convenience Features (£2,100), Premium Interior and Lighting (£2,500), Air Suspension (£2,100), Ultra High Fidelidy Sound (£2,100), Subzero Weather Pack (£850), Rear Facing Seats (£2,500), Panoramic Roof (£1,250)

TOTAL PRICE £100,050





AVENTADOR

Murcielago replacement doesn't disappoint. A hint of Audi has crept in, but the Aventador is still bonkers.



	PRICE	0-62	MPH	BHP	LB FT	MPG	C02	RATING
LP 700-4	£260,040	2.9	217	700	509	17.6	370	8/10
LP 700-4 R'ster	£288,840	3.0	217	700	509	17.6	370	8/10

Euro NCAP n/a, LxWxH in mm: 4780x2030x1140, 90-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 2 models in total.

TopGear on Land Rover: A genuine UK success story with the whole range as at home on a field as the red carpet.

Still going, still a workhorse farmer's cart, where practicality and toughness outweigh, well, everything really.



	PRIGE	U-62	MPH	RHL	TR LI	MPG	GUZ	KATING
.2D XS 110	£33,005	14.7	90	122	265	25.5	295	8/10
Euro NCAP tank, 1600/				•				

DISCOVERY SPORT

Freelander gets a new name, and much more besides. Not cheap, but is what yummy-mummys will be driving this year.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
2.2 SD4 SE	£32,395	9.8	117	190	310	46.3	162	8/10
2.2 SD4 9sp HSE	£39,400	8.4	117	190	310	44.8	166	8/10

Euro NCAP ****LxWxH in mm: 4599xTBAx1724, 68-litre fuel tank, TBA-litre boot, 1 engine, 4 trims, 4 models in total

DATA IN NUMBERS: PANIC AT THE DISCO

- → **Outgoing 2.2 SD4 190 engine** 46.3mpg, 162g/km CO,
- → **New 2.0 TD4 180 engine** 53.3mpg, 139g/km CO,

DISCOVERY

The best practical SUV on sale, Massive inside, thoughtful design, astonishi ability. Revised once again in 2014.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
3.0 SDV6 SE	£41,600	8.8	112	256	443	35.3	213	9/10
Euro NCAP	***LxW	xH in ı	mm: 4	830x1	880x1	390, 84	l-litre	fuel

tank, 280/2560-litre boot, 1 engine, 4 trims, 4 models in total.

RANGE ROVER EVOQUE

A Range Rover for a younger, more stylish, more urban audience. One for fashionistas, not farmers.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
2.0 Si4 Dy L 3d	£48,500	7.1	135	240	250	36.2	181	8/10
2.2 eD4 Pure	£29,205	10.6	112	150	280	56.3	133	7/10
SD4 4WD Dyn	£38,805	9.5	124	190	310	49.6	149	8/10

Euro NCAP **** LxWxH in mm: 4360x1960x11610, 60/70-litre fuel tank, 550/1445-litre boot, 3 engines, 3 trims, 12 models in total.

RANGE ROVER SPORT

A prettier RRS would be a contradiction in terms, but the new one definitely com with less thuggishness.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING		
5.0 SVR	£95,150	4.5	162	550	502	22.1	298	9/10		
3.0 SDV6 HSE	£61,950	6.8	130	292	442	37.7	199	9/10		
3.0H SDV6 HEV	£85,850	6.4	130	345	517	45.6	164	9/10		
E NGAR / 1 M/11' 4050 4000 47000 00 I'. 5 1										

Euro NCAP n/a, LxWxH in mm: 4850x1983x17800, 80-litre fuel tank, 784/1761-litre boot, 6 engines, 6 trims, 8 models in total

RANGE ROVER

This is not an SUV. That's too common a badge. Instead, think go-anywhere luxury car. Or GALC. Hmm, catchy.



	PRICE	N-62	МРН	ВНР	IRFT	MPG	G02	RATING
5.0 SC Autobi'	£102,450					20.5		8/10
3.0 TDV6 Vogue	£74,950	7.4	130	258	442	37.7	196	9/10
3.0 SDV6 HEV	£102,450	6.9	135	340	517	44.1	169	8/10
4.4 SDV8 Vge SE	£88,850	6.5	135	340	517	32.5	229	9/10
5 The second								

Euro NCAP n/a, LxWxH in mm: 5000/5199x2070x1840, 85/105-litre fuel tnk, 909/2030-litre boot, 4 engines, 4 trims, 11 models in total.

TopGear on Lexus: Angular luxo-Toyotas reverting back to hybrid slumberland after mad, intoxicatingly awesome LFA supercar.



3-Series drive too well for you? Then buy this, it's worse. In other areas, IS gives the Germans a much tougher time.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
IS 250 SE	£26,495	8.1	143	205	185	32.8	199	7/10
IS 300h Exec	£29,995	8.4	125	220	163	65.7	101	7/10

Euro NCAP LxWxH in mm: 4670x1810x1430, 66-litre fuel tank, 450/480-litre boot, 2 engines, 6 trims, 10 models in total.

Bit heavier than we hoped, but roaring V8 is sure to give BMW's M4 a few headaches. Good thing, too.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	C02	RATING
5.0 V8	£60,995	4.5	167	450	384	26.2	252	7/10
No. of the last of								

Euro NCAP n/a, LxWxH in mm: 4705x1845x1390, 66-litre fuel tank 366-litre boot, 1 engine, 2 trims, 2 models in total.

DATA IN NUMBERS: WEIGHTY ISSUE

- → Lexus RC F kerbweight 1765
- → BMW M4 Coupe kerbweight 1497kg (-268kg)

Latest version of Lexus' 5-Series wannabe that's famous for coming in high-tech hybrid guise. This is expensive.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
GS 300h SE	£31,495	9.2	119	184	163	60.1	109	6/10
GS 450h F Sport	£51,495	5.9	155	349	254	45.6	145	6/10

Euro NCAP LxWxH in mm: 4850x1840x1460, 65-litre fuel tank, 465/547-litre boot, 2 engines, 4 trims, 7 models in total.

Curious, Lexus sees the need to cross an SUV with a sharp object in a not altogether happy alliance.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATIN
NX 300h SE	£31,495	9.3	112	200	152	54.3	121	5/10
Euro NCAP tank, 475/178								

Overlook shaky economics and turnip farmer jokes and you'll find sports cars close to driving nirvana.

Still a joy, the current Elise offers visceral driving thrills in a relatively usable package. This is steering feel.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
1.6 Standard	£28,720	6.0	127	134	118	45.0	149	8/10
1.8 S	£36,970	4.6	145	220	185	37.5	175	8/10

Euro NCAP n/a, LxWxH in mm: 3790x1850x1120, 44-litre fuel tank, 112-litre boot, 2 engines, 2 trims, 6 models in total.

EVORA

Updated in 2012 with a much improved interior. Brilliant as ever to drive. Down-sides? Porsche's latest 911...



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
3.5 Standard	£52,665	4.9	162	276	258	30.3	217	8/10
3.5 S	£61,895	4.6	172	345	295	28.7	229	8/10

Euro NCAP n/a, LxWxH in mm: 4340x1850x1220, 55-litre fuel tank 160-litre boot, 2 engines, 2 trims, 4 models in total

EXIGE S

Lotus' track car has grown up and got heavier. But don't worry, this makes it more usable. Deliriously good to drive



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
3.5 V6 Standard	£54,500	4.0	170	345	295	28.0	236	9/10
3.5 V6 Roadster	£54,500	3.8	145	345	295	28.0	236	8/10

Euro NCAP n/a, LxWxH in mm: 4050x1800x1150, 40-litre fuel tank, n/a-litre boot, 1 engine, 2 trims, 3 models in total

FASTEST 0-60 3 CYLINDERS



O **BMW** i8 4.4 seconds



0 Caterham Seven 160 6.9 seconds



0 Mini Cooper 7.9 seconds



O Ford Fiesta 1.0 140 9.0 seconds



0 BMW 218i Active Tourer 9.2 seconds



O Citroen DS3 1.2 PureTech 110 9.6 seconds



n Peugeot 208 1.2 PureTech 110 9.8 seconds



O Peugeot 308 1.2 PureTech 130 10.0 seconds



BMW 116d 10.3 seconds

0



M Vauxhall Corsa 1.0T 115 10.3 seconds

TopGear on Maserati: Ferrari's moody cousin. Every model beaten in every way by German opposition, save for cachet, cool, and style.

3. 3. 3

Maserati builds a BMW 5-Series. It's available with a diesel engine. Well, they think it's a good idea.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
.0 V6	£53,580	5.6	163	330	369	29.4	223	6/10
.0 V6 TT S	£64,730	5.0	177	410	405	27.2	242	7/10
.0 V6 Diesel	£49,160	6.3	155	275	442	47.9	158	6/10

Euro NCAP *****LxWxH in mm: 4970x1950x1460, 80-litre fuel tank, 500-litre boot, 3 engine, 2 trims, 3 models in total.

QUATTROPORTE

Noooo – what have they done? The old one was soul personified, this looks a bit... meh. Still, at least it drives better.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
3.0 TT V6	£80,125	4.9	177	410	405	26.9	244	7/10
3.8 TT V8	£108,195	4.7	190	530	523	23.7	278	7/10
Firm NCAD	/- 1 AA/1			0100	01 4 4	00 1	£	-1

Euro NCAP n/a, LxWxH in mm: 5050x1900x1440, 90-litre tank, 450-litre boot, 2 engines, 1 trims, 2 models in total.

GRANTURISMO

Muscular, pretty coupe that's more GT than sports car. Nothing wrong there and the MC Strad has bite if you need it.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
4.7 460 Sport	£90,820	4.8	185	460	383	19.7	331	8/10
4.7 MC Stradale	£110,145	4.5	188	450	376	19.5	337	8/10
4.7 GranCabrio	£98,350	5.2	177	440	361	19.5	337	8/10

Euro NCAP n/a, LxWxH in mm: 4880x1920x1350, 86-litre fuel tank, 260-litre boot, 3 engines, 3 trims, 5 models in total.

Remember when every single Ford was the best to drive in its class? Well, Mazda's nicked that mantle.

The last 2 was a sleeper - it never set out to be sparky, but somehow achieved it. Same again. Just with a hint more polish



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING	
1.5 SE	£11,995	12.1	106	75	100	60.1	110	7/10	
1.5 Sport Nav	£17,395	8.7	124	115	109	56.5	117	7/10	

Euro NCAP ****LxWxH in mm: 4060x1695x1495, 44-litre fuel tank, 280/950-litre boot, 4 engines, 4 trims, 12 models in total.

The 6's design language moves to the 3. So does the handling verve. After that we're less sure why you'd have one over a Golf.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.5 SE	£16,695	10.8	113	100	110	55.4	119	6/10
2.0 Sport Nav	£21,620	8.2	130	165	154	48.7	135	6/10
2.2D SE	£19,245	8.1	130	150	280	68.9	107	7/10

Euro NCAP LxWxH in mm: 4465x1795x1450, 51-litre fuel tank, 364-litre boot, 4 engines, 3 trims, 17 models in total.

6

Handsome mid-size saloon with some clever engine tech underneath. Drives well, possibly a bit middle management.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
2.0 165 Sport	£23,495	9.1	134	165	154	47.8	135	6/10
2.2D Sport	£25,595	7.8	129	175	309	62.7	119	7/10

Euro NCAP **** LxWxH in mm: 4870x1840x1450, 62-litre fuel tank, 489-litre boot, 3 engines, 3 trims, 13 models in total.

Because the Nissan Juke doesn't have enough rivals already. CX-3 is pretty and likely to drive well, though.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
2.0 SE	£17,595	9.0	119	120	151	47.9	137	8/10
1.5D SE	£18,995	10.1	110	105	199	70.6	105	8/10
Euro NCAP r	/a. LxWxH	l in mr	n: 427	5x176	5x153	5, 48-li	itre fu	el

tank, 350/1260-litre boot, 3 engines, 3 trims, 12 models in total.

Mazda says the design is radical. It isn't But much else is. Clever engines, good dynamics and lots of space inside.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
2.0 2WD SE-L	£21,595	9.2	124	165	155	47.1	139	8/10
2.2D 2WD Sp'	£25,695	9.2	126	150	280	61.4	119	8/10
2.2D 4WD Sport	£27,695	8.8	129	175	309	54.3	136	8/10

Euro NCAP LxWxH in mm: 4560x1840x1710, 56-litre fuel tank, 503/1620-litre boot, 2 engines, 3 trims, 6 models in total.

McLoren

TopGear on McLaren: Hyper-clinical British outfit spinning ever more baffling model choices off its bi-turbo V8 and carbon tub.

Not a facelifted 12C, says McLaren, but an all new car. Has a P1 nose, more speed, is the car the 12C should have been.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
650S	£195,250	3.0	207	650	500	24.2	275	9/10
650S Spider	£215,250	3.2	207	650	500	24.2	275	9/10

Euro NCAP n/a, LxWxH in mm: 4512x1910x1199, 72-litre fuel tank, 145-litre boot, 1 engine, 1 trim, 2 models in total

1675LT

The Ronseal 650S: 675bhp and a longer tail, by 12mm. Trade descriptions might want to have a word.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
675LT	£259,500	2.9	205	675	515	24.2	275	TBA

Euro NCAP n/a, LxWxH in mm: 4546x1910x1188, 72-litre fuel tank, 145-litre boot, 1 engine, 1 trim, 1 model in total.

PI

Same carbon tub as the 12C, same base V8; but five times the price. Yin to the LaFerrari's yang. Well done, Ron.



PRICE	0-62	MPH	ВНР	LBFT	MPG	C02	RATING
£866,000	2.8	217	916	664	34.0	194	10/10

Euro NCAP n/a, LxWxH in mm: 4700x2000x1110, n/a-litre fuel tank, 120-litre boot, 1 engine, 1 trim, 1 model in total.

TopGear on Mercedes-Benz:
Dusted off Audi's niche-o-matic cannon; dreaming up more letters combos than a bath of alphabet soup.

A-CLASS

Despite the bulbous drunkards nose, this is a conventional hatch. Watch the spec or you'll muck it up.

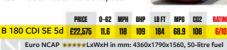


	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
A 250 by AMG	£29,375	6.6	149	211	258	44.1	148	5/10
A 45 AMG	£38,195	4.6	155	365	332	40.9	161	8/10
A 180 CDI SE	£21,790	11.3	118	109	191	76.4	98	6/10
A 200 CDI AMGS	£25,110	9.3	130	136	221	64.2	116	6/10

Euro NCAP ***** LxWxH in mm: 4290x1780x1430, 50-litre fuel tank, 341/1157-litre boot, 5 engines, 5 trims, 17 models in total.

B-CLASS

This Volkswagen Golf SV rival remains oddly proportioned but has plenty of tech inside. Not to mention space.



tank, 488-litre boot, 5 engines, 3 trims, 17 models in total.

What we know about the new C. it has a nice cabin, it has to beat the BMW 3-Series. Not an enviable task.

	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING	
C 200 SE	£27,270	7.5	147	184	221	53.3	123	8/10	
C 220 BT AMG L	£33,270	7.7	145	170	295	70.6	106	8/10	
C 350e PHEV	£37,875	5.9	155	293	258	134.5	48	TBA	

Euro NCAP LxWxH in mm: 4685x1810x1447, 66-litre fuel tank, 480-litre boot, 8 engines, 5 trims, 98 models in total.

E-CLASS

Ooh, fancy nose! Better than the A-Class's Merc's big exec has got its mojo back. Self-confident, relaxed and refined.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
E 63 AMG	£75,905	4.2	155	557	531	28.8	230	9/10
E 220 BT SE Est	£36,060	8.8	136	177	295	60.1	124	7/10
E 350 BT AMG	£41,210	6.4	155	258	457	53.3	139	7/10

Euro NCAP ****LxWxH in mm: 4870x1850x1470, 59-litre fuel tank, 540-litre boot, 7 engines, 6 trims, 24 models in total.

S-CLASS

Meet the car that has single-handedly saved the luxury car class from the SUV incursion. Sublime in most ways.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
S 400 L Hybrid	£70,935	6.8	155	333	272	44.8	147	9/10
S 500 L	£88,400	4.8	155	455	516	31.7	207	9/10
S 350 L BlueTEC	£66,910	6.8	155	258	457	50.4	148	9/10

Euro NCAP n/a, LxWxH in mm: 5110/5250x1900x1490, 70/80-litre fuel tank, 510/530-litre boot, 7 engines, 5 trims, 21 models in total

CLS-CLASS

One of the most competent cars in Merc's range. It no longer defines cool like the first one, but it's all top drawer.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
CLS 350 BTEC	£49,950	6.5	155	265	457	52.3	142	8/10
CLS 63 AMG SB	£87,010	4.2	155	593	590	28.0	235	9/10

Euro NCAP n/a, LxWxH in mm: 4920x1850x1470, 580-litre fuel tank, 520-litre boot, 4 engines, 3 trims, 11 models in total.

S-CLASS COUPE

Loads of tech, loads of power, loads of class, quite a bit of cash. New coupe is good enough to justify it all.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
S 500	£96,195	4.6	155	455	516	30.0	219	9/10
S 63 AMG	£125,605	4.3	155	585	663	27.9	237	9/10

Euro NCAP n/a, LxWxH in mm: 5027x1899x1411, 80-litre fuel tank, 400-litre boot, 3 engines, 3 trims, 3 models in total.

Third-gen SLK still hasn't got the dynamic talent it needs. Gadgets galore, including a roof which changes opacity.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
SLK 350 AMG Sp	£44,610	5.6	155	306	272	39.8	167	6/10
SLK 55 AMG	£55,350	4.6	155	421	398	33.6	195	7/10

Euro NCAP LxWxH in mm: 4130x1810x1300, 66-litre fuel tank, 225/335-litre boot, 5 engines, 3 trims, 6 models in total.

SL-CLASS

Perhaps the best all-round, usable hard-top convertible on sale today. Practical, fast, excellent quality and dynamics.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
SL 500	£81,920	4.6	155	435	516	31.0	212	8/10
SL 63 AMG	£112,520	4.2	155	537	590	28.5	231	8/10
SL 65 AMG	£170,825	4.0	155	630	737	24.4	270	8/10

Euro NCAP n/a, LxWxH in mm: 4530x1830x1320, 80-litre fuel tank, 235/339-litre boot, 4 engines, 2 trims, 4 models in total.

AMG gets serious about hammering Porsche. Doesn't quite have a 911's finesse, but boy does it make you feel good.



GT £97,200 4.0 189 462 443 30.4 216 8/ GT S £110,500 3.8 193 517 480 30.1 219 8/		PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
GT S £110,500 3.8 193 517 480 30.1 219 8/	GT	£97,200	4.0	189	462	443	30.4	216	8/10
	GT S	£110,500	3.8	193	517	480	30.1	219	8/10

Euro NCAP n/a, LxWxH in mm: 4546x1939x1287, 85-litre fuel tank, 285-litre boot, 2 engines, 2 trims, 2 models in total.

GLA

On paper little more than a pointless curiosity, but in reality a rather well judged crossover. Better than the CLA at least.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
GLA 45 AMG	£44,600	4.8	155	360	332	37.7	175	8/10
GLA 250 4Matic	£30,295	7.1	143	211	250	44.1	150	7/10

Euro NCAP n/a, LxWxH in mm: 4417x1804x1494, 50/56-litre fuel tank, 481-litre boot, 3 engines, 8 trims, 23 models in total

M-CLASS

Latest M-Class does nothing to lift it above rivals, except look a bit strange. Which is hardly encouraging for buyers.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING	
ML 250	£48,190	9.0	130	204	369	46.3	159	7/10	
ML 350 BlueTec	£51,335	7.4	139	258	457	39.2	189	7/10	
ML 63 AMG	£86,995	4.8	155	525	517	23.9	276	7/10	
Euro NCAP LxWxH in mm: 4840x1930x1800, 70-litre fuel									

tank, 690/2010-litre boot, 3 engines, 3 trims, 5 models in total.

The GL is basically the even bigger, seven-seat version of the ML. Able to change weather systems as it drives along.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
GL 350 AMG Sp'	£60,755	7.9	137	258	457	35.3	209	7/10

Euro NCAP n/a LxWxH in mm: 5100x1920x1840, 45-litre fuel tank, 360/2200-litre boot, 2 engines, 1 trim, 2 models in total.



Vorsprung with even more Technik.

Business users only with Contract Hire.[^]

Official fuel consumption figures for the Audi A4 Saloon SE Technik 2.0 TDI 163PS manual in mpg (I/100km): Urban 51.4 (5.5), Extra Urban 68.9 (4.1), Combined 61.4 (4.6). CO2 emissions: 120g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

Chinese-backed resurrection. Sells fewer cars annually than Ford shifts in the time you're reading this.

After the startling success of the MG6, MG unleashes a supermini on the world. World can hardly believe its luck.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 1.5 VTi-TECH £8,399 10.9 108 106 101 48.7 136

Euro NCAP *** LxWxH in mm: 4018x1729x1507, 45-litre fuel tank, 285-litre boot, 1 engine, 4 trims, 4 models in total.

MG6

Recently facelifted. Marginally better cabin, but sorely lacking everywhere else. Despite being cheap, best avoided.



PRICE 0-62 MPH BHP LB FT MPG CO2 1.9D S £13.995 8.4 120 150 258 61.4 119 4/10 Euro NCAP n/a, LxWxH in mm: 4651x1827x1472, 62-litre fuel tank, 498/1379-litre boot, 1 engine, 3 trims, 3 models in total.

Top Gear on Mini: New hatch uglier but more sorted. Pointless Paceman and two-seaters soon to die. Good riddance.

MINI HATCH

Yes, it's bigger, and no, that isn't necessarily a good thing. Apart from that, the new Mini is predictably excellent.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
One	£13,750	9.9	121	103	133	61.4	108	7/10
Cooper	£15,300	7.9	130	136	162	62.7	105	8/10
Cooper S	£18,650	6.8	146	192	206	49.5	133	8/10
Cooper D	£16,450	9.2	127	116	199	80.7	92	7/10

Euro NCAP ****LxWxH in mm: 3821x1727x1414, 40/44-litre fuel tank, 211-litre boot, 6 engines, 6 trims, 12 models in total.

MINI 5-DOOR

See above. And remove good looks. Not the nicest in profile, but handily bigger and only £600 more. Fills a(nother) gap.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
Cooper 5dr	£15,900	8.2	129	136	162	60.1	109	7/10
Cooper SD 5dr	£20,050	7.4	140	170	266	68.9	109	7/10

Euro NCAP n/a, LxWxH in mm: 3982x1727x1414, 40/44-litre fuel tank, 278-litre boot, 6 engines, 6 trims, 12 models in total

DATA IN NUMBERS: MINI MINI? → **Toyota Yaris 5dr** 32mm shorter than Mini 5-doo

PACEMAN

Another car we didn't ask for, from a firm with seemingly few ideas. What's the Paceman for, Mini?



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING £22,350 7.4 137 190 192 47.1 139 Euro NCAP n/a, LxWxH in mm: 4110x1790x1520, 47-litre fuel

tank, 330/1080-litre boot, 4 engines, 4 trims, 7 models in total.



Price £79,950 **Specs** 280bhp, 206 lb ft, 0-62mph 2.8secs, VMax 170mph, N/Ampg, CO, N/Ag/km

It's made by some men in Cheshire. It will make you feel like Ayrton Senna. It looks like a formula racer. And it really doesn't matter if you have no mates.



Price £38.000 Specs 310bhp, 169 lb ft. 0-62mph 2.7secs, VMax 155mph. N/Ampg, CO., N/Ag/km

It changed how we think about track-day cars, and nearly tore Jeremy's face off. Now in its fourth generation, the Somerset lightweight is just getting better and better.



42NR

Price £32,990 Specs 210bhp, 150 lb ft. 0-62mph 3.8secs. VMax 136mph, N/Ampg, CO, N/Ag/km

New 420R is Caterham's mid-ranger, above the 360 and below the manic 620. Still light, fast and nimble. And still nowhere to keep a dog.



Price £53.850 **Specs** 345bhp, 295 lb ft, 0-62mph 4secs, VMax 170mph. 28mpg, CO_o 236g/km

The last one was as raw as sashimi. This one's more grown up, and now has a supercharged V6, but can still spot an apex from a mile off. Lotus still knows its onions.



Price £94.500 **Specs** 380bhp, 320lb ft, 0-62mph 2.8secs, VMax 175mph, N/Ampg, CO, N/Ag/km

Contrary to the Le Mans looks, the RXC coupe is easy to get along with. Still rabidly fast, of course, but supple too. Expensive way to be the fastest at a track day.

TopGear on Mitsubishi: Hard to care now Evo is dead, but electro-Outlander actuall Britain's top-selling EV. Nope. Still not fussed.

EVO FQ-440

Technically, the Evo IS dead. Apart from these 40 special models. Pricey? Yes. Fast? You'd better believe it.



PRICE 0-62 MPH BHP LB FT MPG CO2

Euro NCAP n/a, LxWxH in mm: 4505x1810x1481, 55-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.

OUTLANDER

No-nonsense seven-seat SUV. Fair to middling. Plug-in hybrid version offered too. No one will buy that one either.



PRICE 0-62 MPH BHP LBFT MPG CO2 2.0 PHEV GX₃h £33,304 11.0 106 163 245 148.7 44 6/10 2 2 DI-D GX2 £23,984 10.2 124 150 280 53.3 138

Euro NCAP ***** LxWxH in mm: 4660x1800x1680, 60-litre fuel tank, 550/1755-litre boot, 2 engines, 4 trims, 7 models in total

DATA IN NUMBERS: ELECTRIC RANGER

→ Claimed EV range of Outlander PHEV 32.5 miles

TopGear on Morgan: Idiosyncratic British sports cars designed to give you wood and a healthy exposure to the elements. Poop poop.

3WHEELER

Eccentric and impractical, but for putting a smile on your face, nothing this side of a Tiger Moth competes.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
espoke 2d	£30,000	4.5	120	110	100	n/a	n/a	8/10

Furo NCAP n/a TxWxH in mm: n/a 40-litre fuel tank n/a-litre boot 1 engine, 2 trims, 2 models in total.

CLASSIC

2.0 Be

The only car to look like a restoration when actually new. The reasonably new Plus 8 is a fearsomely fast thing.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING	
2.0 Plus 4	£36,290	7.5	118	154	148	40.4	164	6/10	
4.8 Plus 8	£85,200	4.5	155	367	370	23.0	282	7/10	

Euro NCAP n/a, LxWxH in mm: 4010x1500/1720x1220, 50-litre fuel tank, n/a-litre boot, 4 engines, 6 trims, 6 models in total.

AERO 8

Some ash still lurks in the frame of this sports car. Creaks a bit, but otherwise not as antiquated as you might think.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
4.8 V8 Coupe	£99,950	4.5	170	367	370	23.0	282	8/10
4.8 V8 S'sports	£126,900	4.5	170	367	370	26.0	256	8/10

Euro NCAP n/a, LxWxH in mm: 4120x1770x1200, 57-litre fuel tank, 227-litre boot, 1 engine, 2 trims, 2 models in total.

Audi Vorsprung durch Technik



The Audi A4 Saloon SE Technik from £289 per month.* Includes:

Audi parking system plus
 MMI Navigation system plus
 18" alloy wheels
 Milano leather upholstery

audi.co.uk/offers

*At the end of the Contract Hire agreement the vehicle will stay with Audi Finance. "Plus VAT and initial rental. Business users only. Based on the Audi A4 Saloon SE Technik 2.0 TDI 163PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £1,734.00 (plus VAT) to prival excess mileage charges apply. Offer available for vehicles ordered between 1 April 2015 and 30 June 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to be state, shallable to 18st and over. Subject to status, Available in Play 2015 and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freepost Audi Finance.

NISSAN

TopGear on Nissan: Bizarre Addams family of geriatric hatches, cash-cow crossovers and the mind-scrambling GT-R freak show.

NOTE

New nose, same commodious cabin. Otherwise precious little to tempt Doris out of her Jazz.



PRICE 0-62 MPH BHP LB FT MPG CO2 £14,625 11.7 112 98 108 65.7 99

Euro NCAP **** LxWxH in mm: 4100x1695x1536, 41-litre fuel tank, 325-litre boot, 3 engines, 4 trims, 12 models in total.

JUKE

Clever little SUV crossover that looks like... well, looks like nothing else we can think of. Very nice, if a little odd.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
1.6 94 Visia	£13,620	12.0	104	94	103	47.1	138	5/10
1.6 Nismo	£21,650	7.0	137	218	207	39.2	165	6/10

Euro NCAP LxWxH in mm: 4135x1765x1565, 46-litre fuel tank, 350/1181-litre boot, 6 engines, 5 trims, 17 models in total.

PULSAR

Years spent sorting its crossovers mean Nissan has lost its hatchback touch. Pulsar is gloriously sub-average.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
1.2 DiG-T	£15,995	10.8	118	115	140	56.5	117	3/10
1.5 dCi 110	£17,595	11.5	115	110	192	78.5	94	3/10

Euro NCAP **** LxWxH in mm: 4387x1768x1520, 46-litre fuel tank, 360/1307-litre boot, 2 engines, 4 trims, 8 models in total

ILEAF

The first mass-produced leccy car. It's impressive, but our infrastructure needs sorting before it really makes sense.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
EV Visia	£26,490	11.9	90	109	206	n/a	0	7/10

Euro NCAP LXWXH in mm: 4450x1780x1570, no fuel tank, 330/680-litre boot, 1 electric motor, 3 trims, 3 models in total.

QASHQAI

Nissan started the Qashqai craze, so the new one is predictably safe. It's better than ever for, you know, family stuff.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
1.2 DiG-T Visia	£18,265	11.3	114	115	140	50.4	132	8/10
1.6 DiG-T n-tec	£32,200	9.1	124	163	177	48.7	138	8/10
1.6 dCi n-tec	£24,700	10.5	118	130	236	64.2	115	8/10

Euro NCAP ***** LxWxH in mm: 4370x1800x1595, 65-litre fuel tank, 430-litre boot, 4 engines, 4 trims, 19 models in total.

The X-Trail used to be a rufty-tufty thing. Now it's been emasculated. As result, we think it's better. Fickle, us?



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
1.6 dCi 130 Visia	£23,195	10.5	117	130	236	57.6	129	8/10

Furo NCAP *** I xWxH in mm: 4643x1820x1695, 60-litre fuel tank, 135(550)/1982-litre boot, 1 engine, 4 trims, 14 models in total.



Price £240.083

Specs 740bhp, 508lb ft, 0-62mph 3.1secs, VMax 211mph, 18.8mpg, CO 350a/km

There is no more bombastic way of crossing Europe than this. We can't think of a car that has ever blended GT and supercar better than this. Utterly extraordinary.

ROLLS ROYCE WRAITH

Price £235.000

Specs 624bhp, 590lb ft, 0-62mph 4.4secs. VMax 155mph. 20.2mpg. CO. 327g/km

Want to experience the grandeur of Thirties motoring? That's what the Wraith so cleverly updates. Engage cruise, bask in the ankle-deep carpets and relax.

Price £125,605 **Specs** 577bhp, 663lb ft. 0-62mph 4.2secs. VMax 155mph, 28.0mpg, CO₂ 237g/km

The old CL was a sorry barge of a thing - this one is something else altogether - a genuine attempt to tackle Bentley head-on. Nothing short of magnificent.



Price £227.167

Specs 660bhp, 503lb ft, 0-62mph 3.7secs, VMax 208mph, 18.3mpg, CO., 360a/km

A four-seat, four-wheel drive V12 Ferrari that copes with everything 'normal' Ferrari product can't. And it chomps mileage like a train, as long as you have the fuel budget.



ASTON MARTIN

Price £195,950 Specs 576bhp, 465lb ft, 0-62mph 3.8secs, VMax 201mph, 22.1mpg, CO, 298g/km

Aston may not have much new to offer at present, but it has honed the Vanquish into a compelling thing sporting, but not too sporting. Lovely, just lovely.

370Z

Z still looks great, but where's the firebreathing manliness of the old one, Nissan? GT86 has highlighted its shortcomings.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
.7 V6 Standard	£27,445	5.3	155	326	269	26.9	249	7/10
.7 V6 Nismo	£37,585	5.2	155	344	274	26.6	248	7/10

Euro NCAP n/a, LxWxH in mm: 4250x1850x1320, 72-litre fuel tank, 235-litre boot, 2 engines, 3 trims, 3 models in total.

IGT-R

Cheap at twice the price, the GT-R is an uber-techy, violently capable, ruthlessly rapid speed machine. Drive one.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING	
3.8 V6 550	£78,030	2.8	196	550	466	24.0	275	10/10	
3.8 V6 Nismo	£125,010	<2.7	TBA	600	466	TBA	TBA	10/10	

Euro NCAP n/a. LxWxH in mm: 4670x1895x1370. 74-litre fuel tank, 315-litre boot, 2 engines, 2 trims, 2 models in tota

TopGear on Noble: Yes, it's from the home of pork pies. Yes, the engine's from a school-run bus. Doesn't stop Noble being a supercar force.

M600

Powered by a twin turbo Volvo XC90 V8, the old school M600 is epically fast and amazingly supple. Major want.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
4 V8 T 650	£200,000	3.0	225	650	604	n/a	n/a	9/10

n/a-litre boot, 1 engine, 1 trim, 1 model in total.

opGear on Pagani: he greatest exponents of artistic Italian pageantry nd Hulk-spec power the world has yet seen.

The name is what you exclaim when you nail the throttle in this twin turbo V12'd, active aero'd hypercar.



.O V12 £990.000 n/a 230 730 811 23.5 300 8/10		PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
.0 4 12 - 1330,000 11/4 230 730 011 23.3 300 0/10	.0 V12	£990,000	n/a	230	730	811	23.5	300	8/10

Euro NCAP n/a, LxWxH in mm: 4610x2040x1170, 85-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 1 model in total.

Top Gear on Peugeot: Chassis bods have refound their mojo with 208 GTi and RCZ R. Design needs to be more Onyx, less ordinary.

Now more refined and comfortable Can be had with a 1.2. Have the 1.0. That's the one Toyota made.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 1.0 69 Access 3d £8,245 14.3 99 69 70 68.9 95

Furo NCAP **** LxWxH in mm: 3475x1615x1460, 35-litre fuel tank, 196/780-litre boot, 2 engines, 4 trims, 12 mg

CALCULATED PRECISION.

BMW 420i M SPORT COUPÉ, MONTHLY RENTALS FROM £339 (PLUS INITIAL RENTAL').

Calculated. That's the BMW 420i M Sport Coupé throughout. With 18" inch alloys, Xenon headlights and Media Package - BMW Professional as standard you'll appreciate why. And with a well-calculated offer from BMW Economics, you'll also appreciate the value.

BMW (UK) Ltd is a credit broker. Official fuel economy figures for the BMW 420i M Sport Coupé: Urban 33.2 mpg (8.51/100 km). Extra Urban 56.5 mpg (5.01/100 km). Hire agreement for a BMW 4201 M Sport Coupé with optional metallic paint, with a contract mileage of 30,000 miles and excess mileage charge of 9,96p per mile. Applies to new vehicles ordere condition and other charges may be payable. Hire available subject to status to UK residents aged 18 or over. Guarantees and indemnities may be required. Terms and conditions apply. Offer may be varied

Congratulations Peugeot, it's only taken you 25 years to reimagine the 205. 208 is light, likeable and French. In a good way.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
1.2 VTi Ac've 3d	£12,695	12.2	109	83	87	62.8	104	6/10
1.6 THP GTi	£18,900	6.8	143	200	202	47.9	139	7/10
1.6 e-HDi Allure	£16,445	12.2	115	92	169	74.3	98	6/10

Euro NCAP **** LxWxH in mm: 3970x1740x1460, 50-litre fuel tank, 285/1152-litre boot, 9 engines, 7 trims, 43 models in total.

308

Well, knock us down with a feather, out of nowhere, Peugeot gives us a hatch good to drive and own. Gobs smacked.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.6 THP Allure	£20,150	8.4	132	156	177	48.7	134	8/10
1.6 e-HDi Active	£19,095	10.2	121	115	199	76.3	95	8/10

Euro NCAP **** LxWxH in mm: 4253x1804x1457, 53-litre fuel tank, 470/1309-litre boot, 9 engines, 4 trims, 23 models in total.

508

Peugeot's replacement for the 407 is actually quite nice in an average sort of way. Just been facelifted.



PRICE 0-62 MPH BHP LB FT MPG CO2 2.0 HDi Active £22,445 10.8 130 140 236 61.4 119 Euro NCAP LxWxH in mm: 4830x1853x1456, 72-litre fuel tank, 473-litre boot, 5 engines, 4 trims, 17 models in total.

Peugeot's stunning coupe marks a renaissance. Good-looking, fun to drive, tolerable value. Now go buy an Audi TT.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
1.6 THP 200 GT	£26,900	7.6	146	200	206	42.1	155	7/10
RCZ R	£32,000	5.9	155	270	244	44.8	145	7/10
2.0 HDi 163 GT	£26,350	8.7	137	163	240	53.2	139	7/10

Euro NCAP n/a, LxWxH in mm: 4290x1850x1350, 55-litre fuel tank, 309-litre boot, 4 engines, 3 trims, 6 models in total.

2008

High-rise supermini that's increasingly popular in the wake of the Juke. A little mash-up which just about works.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
1.2 VTi Access+	£12,995	13.5	105	82	87	57.6	114	5/10
1.6 e-HDi Feline	£19,445	10.4	117	115	199	70.6	106	6/10

Euro NCAP ****LxWxH in mm: 4160x1740x1560, 50-litre fuel tank, 360/1172-litre boot, 5 engines, 4 trims, 15 models in total.

Large seven-seat MPV that looks pretty good and does everything a family might want, although it's less brilliant to drive.



PRICE 0-62 MPH BHP LB FT MPG CO2 £23,450 10.0 121 150 251 53.3 138 Euro NCAP ***** LxWxH in mm: 4530x1837x1638, 60-litre fuel

tank, 679/2506-litre boot, 6 engines, 3 trims, 13 models in total.





Renault Twizy 42lb ft

Dacia Sandero 1.5 dCi 162lb ft





Mitsubishi Mirage 64lb ft

Dacia Logan 1.5 dCi 162lb ft





Suzuki Celerio 66lb ft Dacia Duster 1.6 109lb ft





Smart Fortwo 67lb ft

MG MG3 101lb ft





Renault Twingo 67lb ft Dacia Sandero 0.9 TCe 99lh ft

TopGear on Porsche: Irritatingly great to drive, even when it's a 4x4. There's a reason every sports car is dubbed '911-fighter'...

The best sports-roadster on sale, bar none. Don't shop anywhere else if you can afford it. S betters Jaguar F-Type.



	PRICE	0-62	МРН	ВНР	LBFT	MPG	CO2	RATING
2.7 265	£38,810	5.8	164	265	206	34.4	192	9/10
3.4 315 S	£47,035	5.1	173	315	265	32.1	205	9/10
3.4 GTS	£52,879	5.0	174	330	272	31.4	211	9/10

Euro NCAP n/a, LxWxH in mm: 4370x1800x1280, 64-litre fuel tank, 130/280-litre boot, 3 engines, 3 trims, 3 models in total,

CAYMAN

The 911's poor relation? Only if you're a social climber. The Cayman is the purer, more satisfying driver's car.



PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
£39,694	5.7	165	275	213	34.4	192	8/10
£48,783	5.0	175	325	273	32.1	206	9/10
£55,397	4.9	177	340	280	31.4	211	9/10
£64,451	4.4	183	385	309	27.4	238	9/10
	£39,694 £48,783 £55,397	£39,694 5.7 £48,783 5.0 £55,397 4.9	£39,694 5.7 165 £48,783 5.0 175 £55,397 4.9 177	£39,694 5.7 165 275 £48,783 5.0 175 325 £55,397 4.9 177 340	£39,694 5.7 165 275 213 £48,783 5.0 175 325 273 £55,397 4.9 177 340 280	£39,694 5.7 165 275 213 34.4 £48,783 5.0 175 325 273 32.1 £55,397 4.9 177 340 280 31.4	£39,694 5.7 165 275 213 34.4 192 £48,783 5.0 175 325 273 32.1 206 £55,397 4.9 177 340 280 31.4 211

Euro NCAP n/a, LxWxH in mm: 4380x1800x1300, 64-litre fuel tank, 150/425-litre boot, 4 engines, 4 trims, 4 models in total.

Styling is evolutionary and cabin shared with Panamera, but this is Porsche proving it's the world's best sports car builder.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
3.8 Carrera S	£83,545	4.5	188	400	324	29.7	224	9/10
3.8 C4 GTS	£95,862	4.4	188	440	324	28.5	233	9/10
3.8 GT ₃	£100,540	3.5	196	475	324	22.7	289	10/10
3.8 Turbo S	£142,120	3.1	197	560	552	29.1	227	8/10

Euro NCAP n/a, LxWxH in mm: 4490x1800x1300, 64-litre fuel tank, 135-litre boot, 6 engines, 10 trims, 20 models in total.

918 SPYDER

Quite possibly the most complex car in the world. But it all works, and is mindbending. Also quite fast.



	PRIGE	U-02	MPH	BHP	LBTI	MPG	GUZ	KAIING
918	£659,775	2.8	211	885	801	85	79	10/10
Euro NCAP n	/a. LxWxF	l in mr	n: 464	3x194	0x116	7. 70-li	tre fu	el tank.

110-litre boot, 1 engine, 2 trims, 2 models in total.

PANAMERA

Four-door, four-seat family Porsche. Very fast, quite hard to fall in love with, apart from the rather outrageous GTS model.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
4.8 V8 GTS	£93,391	4.5	179	400	368	25.4	260	7/10
4.8 V8 Turbo S	£131,152	3.8	192	570	552	27.7	239	6/10
3.0 V6 Diesel	£65,289	6.8	150	250	405	43.5	172	6/10
E-Hybrid	£89,327	5.5	167	338	325	91.0	71	6/10
A Total State Control								

Euro NCAP n/a, LxWxH in mm: 4970x1930x1420, 80-litre fuel tank, 445/1263-litre boot, 8 engines, 8 trims, 9 models in total.



Combined 44.8 mpg (6.3 l/100 km). CO2 emissions 146 g/km. Figures may vary depending on driving style and conditions. *Initial rental £5,099. Price shown is for a 36 month Personal Contract retailers between 1 April and 30 June 2015 and registered by 30 September 2015 (subject to availability). Retail customers only. At the end of your agreement you must return the verticle. Excess mileage, vehicle withdrawn or extended at any time. Hire provided by BMW Financial Services (GB) Limited. Bartley Way. Hook. Hampshire RG27 9UF.

MACAN

Porsche's Range Rover Evoque is a tidy looker that has image by the bucket-load. Thus, soon to be everywhere...



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING	
S	£43,300	5.4	157	340	339	32.5	204	8/10	
Turbo	£59,300	4.8	165	400	405	31.7	208	8/10	
S Diesel	£43,300	6.3	142	258	427	46.3	159	8/10	

Euro NCAP ***** LxWxH in mm: 4684x1923x1624, 65-litre fuel tank, 500/1500-litre boot, 4 engines, 4 trims, 4 models in total.

CAYENNE

Sporting SUV that's very capable and now better to look at. It no longer has a ride that ruins your spine, either.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	C02	RATING
S E-Hybrid	£61,529	5.9	150	422	435	83.1	79	7/10
Turbo	£92,628	4.5	173	527	554	25.2	261	6/10
S Diesel	£61,474	5.4	156	383	626	35.3	209	8/10

Euro NCAP n/a. LxWxH in mm: 4855x1939x1705, 100-litre fuel tank. 670/1780-litre boot, 7 engines, 7 trims, 7 models in total.

TopGear on Radical: Super-fast, super-intense range of Nürburgring-humbling race cars. Wait – what, they're road-legal? Oh my.

Few are as extreme, and few cope as badly with British roads. A car for dry, smooth, clear tarmac. Such as a track.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 2.0.245 Std £69,850 3.4 160 245 265 n/a n/a Euro NCAP n/a, LxWxH in mm: 4100x1790x1130, 50-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 1 model in total.

Now here's a trick: Radical's second road car has much more power and a roof, but is far tamer to drive.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
3.7 V6	£94,500	2.8	175	350	320	n/a	n/a	8/10
3.5 V6 Turbo	£107,500	2.6	185	454	500	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 4300x1960x1127, 50-litre fuel tank. n/a-litre boot, 2 engines, 1 trim, 2 models in total.

Top Gear on Renault: Still a pervading sense of flimsiness about Renaults. We hope the ageing RS Megane isn't the end of an era.

Rear-engined, rear drive, it's a mini-911! Only it's actually a cheeky little city car. Turbo is only one with any nous, though



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.0 SCe 70	£9,495	14.5	94	70	67	62.7	105	5/10
0.9 TCe 90	£11,695	10.8	103	90	99	65.7	99	7/10

Euro NCAP **** LxWxH in mm: 3595x1646x1554, 35-litre fuel tank, 188/980-litre boot, 2 engines, 3 trims, 4 models in total.

God knows what's got into us, but we badly want a Twizy. Mainly to sneak up on other cars in electrical silence.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
13kW EV	£7,595	n/a	50	17	42	n/a	0	7/10

Euro NCAP n/a, LxWxH in mm: 2340x1240x1460, no fuel tank, 31-litre boot, 1 electric motor, 3 trims, 3 models in total

DATA IN NUMBERS: ELECTRIC CONTRAST

- → Tesia Model S P85D 0-62mph 3.1 seconds
- → Renault Twizy O-62mph It can't do 62mph

This could be the point where electric cars start to prove themselves. The Zoe looks great and costs little.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
EV Expression	£18,443	13.5	84	88	162	n/a	0	6/10

Euro NCAP ***** LxWxH in mm: 4090x1730x1560, no fuel tank, 328/1225-litre boot, 1 electric motor, 3 trims, 3 models in total.

CHEAPEST CAR 7 SEATS



0 SsangYong Turismo From £18.000



0 Kia Carens From £18.195



0 Toyota Verso From £18.300



a Volkswagen Touran From £19.790



0 Vauxhall Zafira Tourer From £20.575



0 Renault **Grand Scenic** From £20.590



a Peugeot 5008 From £21.995



O Ford S-Max From £24.545



0 Nissan X-Trail From £24.995



M Volkswagen Sharan From £25.325

CLIO

A return to form for Renault. Clio 4 is good-looking and drives well. Just avoid the gutless lower-powered 1.2 petrol.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
0.9 TCe Dyn Nav	£14675	12.2	113	90	99	62.8	104	7/10
1.2 GT-Line	£17,725	9.9	124	120	140	54.3	120	6/10
1.6T RS 200	£19,145	6.7	142	200	177	44.8	144	7/10
1.5 dCi Exp+	£14,975	12.0	112	90	162	88.3	83	6/10

Euro NCAP *****LxWxH in mm: 4060x1730x1450, 45-litre fuel tank, 320/1200-litre boot, 4 engines, 6 trims, 15 models in total.

I CAPTUR

Renault's take on the Juke that's, perhaps unsurprisingly, more style than substance. Clio for us, please.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
o.9 TCe Exp+	£14,295	12.6	106	90	99	56.5	115	7/10
1.5 dCi Exp+	£15,995	12.6	106	90	162	76.4	95	7/10

Euro NCAP *****LxWxH in mm: 4120x1780x1560, 45-litre fuel tank, 377/1235-litre boot, 3 engines, 4 trims, 10 models in total.

MEGANE

It's lost the fat arse, which is a good thing. Build quality is much improved, driving manners are above average, too.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
R'Sport Nav 265	£25,935	6.0	158	265	266	37.7	174	9/10
Trophy 275	£36,430	5.8	158	275	266	37.7	174	9/10
1.5 dCi Exp'	£18,245	12.1	118	110	192	80.7	90	6/10

Euro NCAP ****LxWxH in mm: 4300x1810x1450, 60-litre fuel tank, 372/1162-litre boot, 8 engines, 6 trims, 42 models in total

SCENIC/XMOD

The XMOD is a Scenic with extra offroaderishness. They've tried this before with the RX4. It didn't work then, either.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.5 dCi XMOD	£21,395	12.5	112	110	191	68.9	105	6/10
1.6 dCi Dyn' Gr	£23,715	10.3	121	130	236	64.2	114	6/10
F NCAD								

Euro NCAP ***** LxWxH in mm: 4370x1850x1660, 60-litre fuel tank, 470/1870-litre boot, 5 engines, 2 trim, 8 models in total.

DATA IN NUMBERS: LAURELS: RESTING?

- → Year Renault created the compact MPV 1991
- → Years since the current Scenic was launched

Mheeled pleasure yachts that've seen off the challenge of Maybach and offer more charm than Bentley.

GHOST S2

A car for the junior plutocrat, since his boss will clearly be in a Phantom. Wave at him - he needs your pity.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
6.6 V12	£181,865	4.7	155	571	576	20.8	327	9/10
6.6 V12 EWB	£207,105	4.8	155	571	576	20.6	329	9/10

Euro NCAP n/a LxWxH in mm: 5399/5569x1948x1550, 82-litre fuel tank, 490-litre boot, 1 engine, 1 trim, 2 models in total.

PHANTOM S2

Luxury British land-yacht which manages to drive as well as it soothes. Cars come no more opulent than this.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
6.75 V12 EWB	£357,875	6.1	150	453	531	18.9	349	9/10
6.75 V12 D'head	£352,745	5.8	150	453	531	19.1	347	8/10
6.75 V12 Coupe	£333,155	5.8	155	453	531	19.1	347	8/10

Euro NCAP n/a, LxWxH in mm: 5830/6090x1990x1640, 100-litre fuel tank, 460-litre boot, 1 engine, 1 trim, 4 models in total.

If the Grand Tour still existed, this is how the aristocracy would get to Vienna. A majestic symbol of Britain.



6.6 V	12	PRICE £235,000		MPH 155		LB FT 590	MPG 20.2	CO2 327	RATING 9/10
Euro NCAP n/a, LxWxH in mm: 5269x1947x1507, 82-litre fuel tank, 470-litre boot, 1 engine, 1 trim, 1 model in total.									el tank,

TopGear on Seat:
Supposedly the sporty arm of the VW Group behemoth.
So why does it make a seven-seat MPV, then?

Don't go expecting loads of Spanish flair here. VW doesn't permit that. This is just a very sensible Up-based city car.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
1.0 Eco 3d	£9,530	14.4	100	60	67	68.9	96	7/10
1.0 75 Sport 3d	£10,380	13.2	106	75	70	60.1	108	7/10

Euro NCAP ***** LxWxH in mm: 3560x1640x1480, 35-litre fuel tank, 238/951-litre boot, 2 engines, 5 trims, 12 models in total.

IBIZA

Looks sharp, and pricing is good, but hasn't quite made the leap that the Leon has. Ride could be better.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.2 TDI Eco S 5d	£14,380	13.9	107	75	133	80.7	92	6/10
1.4 Cupra SC	£18,980	6.9	142	180	184	47.9	139	7/10
2.0 TDI FR 3d SC	£17,085	8.2	130	143	236	60.1	123	6/10

Euro NCAP ***** LxWxH in mm: 4030x1690x1430, 45-litre fuel tank, 284-litre boot, 9 engines, 5 trims, 34 models in total.

Seat seems to have upped its game with the all-new Leon. Just as well, VW doesn't like a failure.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.4 TSI ACT FR	£20,000	8.0	134	150	184	54.3	109	7/10
1.8 TSI FR	£21,040	7.5	140	180	184	47.1	139	8/10
2.0 TSI Cupra SC	£27,210	5.8	155	280	258	42.8	154	7/10
2.0 TDI FR	£22,820	7.5	142	184	280	67.3	109	7/10

Euro NCAP *****LxWxH in mm: 4260x1780x1460, 50-litre fuel tank, 380-litre boot, 7 engines, 5 trims, 37 models in total.

ALHAMBRA

One of the very best MPVs around. If you don't want an S-Max, this is a worthy alternative. Lots of seats, lots of space.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
2.0 TDI Eco' S	£25,630	10.9	120	140	236	50.4	146	7/10

Euro NCAP ***** LxWxH in mm: 4850x1900x1720, 70-litre fuel tank, 267/2297-litre boot, 2 engines, 3 trims, 5 models in total

Supposedly the cheap'n'cheerful arm of the VW Group behemoth. So why does it make a £30k barge, then?

I CITIGO

Of course you recognise it – the Citigo is a lightly altered VW Up. Which makes it a very fine city car indeed.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
1.0 Green SE 3d	£9,495	14.4	100	60	70	68.9	95	7/10
1.0 Gre' SE L 5d	£10,815	13.2	107	75	70	67.3	98	7/10

Euro NCAP **** LxWxH in mm: 3560x1640x1480, 35-litre fuel tank, 251/951-litre boot, 2 engines, 4 trims, 12 models in total

Only 9 per cent of the old Fabia has been carried into the new one. So it's 91 per cent, better says TG maths



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
1.0 S	£10,600	15.7	99	60	70	60.1	106	6/10
1.2 TSI 90 SE	£13,450	10.9	113	90	118	60.1	107	7/10
1.4 TDI 90 SE	£15,450	11.1	113	90	169	83.0	88	7/10

Euro NCAP ****LxWxH in mm: 3992x1732x1467, 45-litre fuel tank, 330/1150-litre boot, 5 engines, 3 trims, 13 models in to

Skoda, VW's practicality-obsessed arm, gives you all the car you'll ever need. Provided you're slightly dull.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
1.2 TSI SE	£17,635	9.9	122	105	129	57.7	114	7/10
2.0 TSI vRS	£23,830	6.8	154	220	258	45.6	142	7/10
1.6 TDI SE	£19,650	10.4	121	105	184	74.3	99	8/10

Euro NCAP ***** LxWxH in mm: 4660x1810x1460, 50-litre fuel tank, 590/1740-litre boot, 7 engines, 8 trims, 45 models in total.

HEROES

ARIEL ATOM



WHY IS IT SPECIAL?

Because it's a car to be proud of, proof that not all small British start-ups fail. The Atom's secret is its originality and focus - it offered something different to the Caterham Seven or Lotus Elise. Chiefly even less weather protection. But also a driving experience from the outer reaches of wild. Early ones were decidedly tricky, but Ariel has since mastered the chassis balance. We like, Lots,

WHICH TO HAVE?

Unfortunately they only made ten of the howlingly mad, naturally aspirated 270bhp Mugen versions that were on sale in 2011. Congratulations if you have one of them. Our current favourite is the latest 310bhp supercharged version, which has been recently revised and renamed the Atom 3.5. Although it actually completes the 0-60mph sprint rather faster than that...



ENGINE/GEARBOX 1998cc 4cyl supercharged, 310bhp @ 8400rpm, 169lb ft @ 7200rpm **PERFORMANCE** 0-62mph in 2.7 seconds, Top speed 155mph, N/A mpg, CO2 N/Ag/ km **WEIGHT** 550kg **PRICE** £38.000

SUPERB

Enormous Skoda catches Audi-itus. Styled with ruler, but we don't care because it's like an A8 for A3 mone



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
1.4 TSI S	£18,640	9.9	129	125	147	52.3	125	TBA
2.0 TDI SE	£22,090	8.9	135	150	250	68.9	108	TBA
2.0 TDI L&K 4x4	£33,840	7.6	143	190	295	56.5	132	TBA

Euro NCAP n/a, LxWxH in mm: 4861x1864x1470, TBA-litre fuel tank, 625/1760-litre boot, 6 engines, 5 trims, 19 models in total.

Skoda's SUV-lite is a favourite of TopGear. It looks chunky, acts chunky and drives chunkily, too. Facelift spoils purity though.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.2 TSI 105 S	£17,000	11.4	110	105	129	46.3	142	7/10
2.0 TDI 110 Bus'	£19,850	11.6	112	110	184	62.8	118	7/10
2.0 TDI SE L 4x4	£24,620	9.1	121	150	251	55.4	134	8/10

Euro NCAP **** LxWxH in mm: 4222x1793x1645, 55-litre fuel tank, 322/1760-litre boot, 4 engines, 5 trims, 21 models in tota

Top Gear on Smart: Best yet execution of a flawed idea. We'll have the cheaper, mechanically identical Twingo, thanks.

FORTWO

A doddle to park, a delight around town, but what on earth was Smart thinking when it signed off the design?



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
1.0 Passion	£11,125	14.4	94	71	67	68.9	93	6/10
0.9T Prime	£12,415	10.4	96	90	83	67.3	97	6/10

Euro NCAP ****LxWxH in mm: 2695, 1663, 1555, 35-litre fuel tank, 260/350-litre boot, 2 engines, 4 trims, 8 models in total.

FORFOUR

Same front end as the car above Concerning. Otherwise, it's a decent city car. But our eyes hurt.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
1.0 Passion	£11,620	15.9	94	71	67	67.3	97	6/10
1.0 Edition #1	£13,720	15.9	94	71	67	67.3	97	5/10

Euro NCAP ****LxWxH in mm: 3495, 1665, 1555, 35-litre fuel tank, 185/975-litre boot, 1 engine, 4 trims, 4 models in total.

TopGear on SsangYong: Still mired where the rest of the Koreans languished decades ago. Very cheap, for very good reason.

KORANDO

Launched at the same time as the Range Rover Evoque but not proving quite as popular. Inexplicable, surely?



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 2 0D 2WD SE £14,995 9.9 116 151 266 47.1 147

Euro NCAP n/a, LxWxH in mm: 4410x1830x1680, 57-litre fuel tank, 486-litre boot, 2 engines, 3 trims, 4 models in total.

TopGear on Subaru: EX-WRC legend rebuilding its brand with chunky, rugged 4x4s. Rally heritage lives on in old-skool WRX.

IOUTBACK

More of the unfashionable same from Subaru, but that's what owners love. New one is handily sized, very capable.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING	
D SE	£27,995	9.7	119	150	258	50.4	145	6/10	

Euro NCAP n/a, LxWxH in mm: 4815x1840x1605, 60-litre fuel tank, TBA-litre boot, 2 engines, 2 trims, 3 models in total.

WRX STI

The Scooby turbo is back, minus the Impreza name but with the same huge wing and heinous thirst.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING	
.5T STi	£28,995	5.2	159	300	300	27.2	242	7/10	

Euro NCAP n/a, LxWxH in mm: 4595x1795x1475, 77-litre fuel tank. 460-litre boot, 1 engine, 1 trim, 1 model in total

BRZ

An entirely excellent small, sharp coupe that's not at all like an Impreza. In a good way. Rather like a Toyota GT86.



PRICE 0-62 MPH BHP LBFT MPG CO2 2.0 SE Lux 2d £23,995 7.6 130 200 151 36,2 181 9/10 Euro NCAP n/a, LxWxH in mm: 4240x1780x1430, 55-litre fuel tank,

245-litre boot, 1 engine, 2 trims, 2 models in total. FORESTER

Lacks school run glam, but that's not the point - this is rugged transport. Pity the 240bhp XT Turbo is so ignorable.



2 0D XC £26,995 10.2 118 147 258 47.9 156 Euro NCAP n/a, LxWxH in mm: 4560x1780x1700, 64-litre fuel tank, 450/1610-litre boot, 3 engines, 4 trims, 6 models in total.

PRICE 0-62 MPH BHP LB FT MPG CO2

pGear on Suzuki:

Only the lovable Swift Sport appears to have been fed he enthusiasm from Suzuki's mental motorcycles.

By not trying too hard, this no-nonsense supermini succeeds in being really rather good. The Sport is back, too. Rejoice!



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 1.6 136 Sport 3d £13,999 8.7 121 136 118 44.1 147

Euro NCAP **** LxWxH in mm: 3850x1700x1510, 45-litre fuel tank, 213/562-litre boot, 2 engines, 4 trims, 10 models in total.

S-CROSS

Out with the SX4, in with the S-Cross. Same Qashqai-rivalling concept, same slight surprise at how decent it is.



PRICE 0-62 MPH BHP LBFT MPG CO2 £16,999 12.0 111 120 236 67.2 110 6/10

Euro NCAP ***** LxWxH in mm: 4300x1765x1575, 50-litre fuel tank, 430-litre boot, 2 engines, 4 trims,11 models in total.

The Vitara drops the 'Grand' bit, returns to its roots and improves considerably as a result. Prices make it a bargain.



£16.999 11.5 112 120 236 70.6 106 TBA Euro NCAP **** LxWxH in mm: 4175x1775x1610, 47-litre fuel tank, 375/710-litre boot, 2 engine, 3 trims, 7 models in total.

All-electric cars done properly. Model S is so good; you could almost use one as your one and only car. Almost.

I MODEL S

The most credible alternative to the German execs yet launched. Fast, well designed and utterly silent.



PRICE 0-62 MPH BHP LB FT MPG CO2 £60,535 5.2 140 334 317 N/A 0 8/10 £84,535 3.1 155 701 443 N/A

Euro NCAP ***** LxWxH in mm: 4970x1964x1445, no fuel tank, 745/1645-litre boot, 3 power outputs, 3 trims, 3 models in total.

ΠΙΥΠΙΔ

TopGear on Toyota: Maker of many boring things. And the GT86. Which is so good, it almost makes up for the rest of 'em.

LAYGO

10 x 3d

1.0 x-cite 5d

Citroen C1 with added face fungus. Still cheap, still good around town. Now more capable elsewhere.



Euro NCAP **** LxWxH in mm: 3455x1615x1460, 35-litre fuel tank, 168-litre boot, 1 engine, 5 trims, 10 models in total.

Dinky three-and-a-half person city car designed to take on the Smart Fortwo. It wins, if you have half a mate.

PRICE 0-62 MPH BHP LB FT MPG CO2 £13,100 11.8 106 98 92 57.6 113 7/10

Euro NCAP **** LxWxH in mm: 2990x1680x1500, 32-litre fuel tank, 32/242-litre boot, 1 engine, 3 trims, 3 models in total.

YARIS

1.33 IQ3 3d

A key car for Toyota in Europe. The engine choice is reasonable, the Hybrid is OK, but it's not as clever as it used to be.



Euro NCAP **** LxWxH in mm: 3890x1700x1510, 42-litre fuel tank, 347/768-litre boot, 4 engines, 4 trims, 11 models in total.

The iconic hybrid is clever, clean and economical, especially when it comes to tax. Want seven seats? Try a Prius+.



Euro NCAP **** LxWxH in mm: 4460x1750x1490 (Prius+: 4635x1805x1775, 45-litre fuel tank, 445/658-litre boot (Prius+: 505/1425), 1 engine, 4 trims, 6 models in total.

AVENSIS

There's little wrong with the Avensis, just like there's little wrong with your dad's M&S jumper. Mmm, woolly.

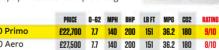


Euro NCAP LxWxH in mm: 4700x1810x1480, 60-litre fuel tank, 510/1609-litre boot, 4 engines, 4 trims, 26 models in total.

ICT86

2 0 Aero

The best Toyota in donkeys (with a nod of thanks to Subaru). Light 'n' lithe coupe proves that 200bhp is enough.



Euro NCAP n/a, LxWxH in mm: 4240x1780x1430, 50-litre fuel tank, 245-litre boot, 1 engine, 4 trims, 4 models in total.

VERSO

Revised in 2013 and does an OK job of moving offspring and their snotty gubbins, but outclassed by the Ford C-Max.



PRICE 0-62 MPH BHP LBFT MPG CO2 1.6 D-4D Active £19.990 12.7 115 114 199 62.0 119 Euro NCAP *** LxWxH in mm: 4440x1790x1620, 60-litre fuel

tank, 178/1693-litre boot, 3 engines, 3 trims, 8 models in total.

RAV4

atest RAV4 is crisper and sharper than before. But it's still not as funky as it used to be. Where did the fun go, Toyota?

PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 2.2 D-4D AWD £27,100 9.6 118 150 250 49.6 149 4/10

ICON Euro NCAP LxWxH in mm: 4570x1840x1660, 60-litre fuel tank, 550/2080-litre boot, 3 engines, 4 trims, 8 models in total.

LAND CRUISER

Happy in the hands of armed militia and jolly farmers from Lincolnshire. One of the most robust off-roaders ever.



PRICE 0-62 MPH BHP LB FT MPG CO2 3.0 D-4D Icon £48,355 11.7 109 171 302 34.9 213 5/10

Euro NCAP n/a, LxWxH in mm: 4760x1885x1890, 87-litre fuel tank. 403/1695-litre boot, 1 engine, 3 trims, 3 models in total.

pGear on Vauxhall:

Along with Ford, the bread and butter of British motoring. Thing is, Vauxhall forgets to put tasty fillings in.

They called it the Adam. They should have called it the Cheryl. Cute, but short of panache. Blame its upbringing.



PRICE 0-62 MPH BHP LB FT MPG CO2 1.4 100 S/S Slam £14,495 11.5 115 100 96 55.4 119 7/10

Euro NCAP LxWxH in mm: 3740x1680x1590, 45-litre fuel tank, 170/663-litre boot, 3 engines, 5 trims, 17 models in total.

CORSA

Lovely little 1.0-litre turbo, very refined and vastly improved all round. But it's still a Vauxhall. Need we say more?



PRICE 0-62 MPH BHP IRFT MPG 0.02 1.2 Sting 3d £8,995 16.0 101 70 85 52.3 126 1.oT 90 SE 5d £14,670 11.9 112 90 122 65.7 1.6T 205 VXR 3d £17.995 6.8 143 205 377 17A 180 8/10 Euro NCAP ****LxWxH in mm: 4020x1736x1479, 45-litre fuel

tank, 285/1120-litre boot, 7 engines, 8 trims, 76 models in total

ASTRA

Avoid gimmicks such as FlexRide and keep it simple with a 1.4 turbo. Watch the costs: like Focus, this is no longer cheap.



PRICE 0-62 MPH BHP LBFT MPG 1.4T Sport GTC £19.930 9.0 125 140 147 47.9 139 7/10 2.0T VXR GTC £27,315 5.9 155 280 295 34.9 189 7/10 2.0 BiTurbo £24,220 7.8 141 195 295 55.4 134 6/10

Euro NCAP *****LxWxH in mm: 4420x1810x1510, 56-litre fuel tank, 351/1216-litre boot, 13 engines, 10 trims, 62 models in total.

AMPERA

An electric car that's easy to use and doesn't give you range anxiety (it also contains a 1.4 petrol). Best of breed.



PRICE 0-62 MPH BHP LBFT MPG £33.750 8.7 100 150 273 235.4 27 Euro NCAP **** LxWxH in mm: 4500x1790x1440, 45-litre fuel

INSIGNIA

The Vectra replacement that changed its name to avoid incrimination in past crimes. Good to drive, smart design.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
2.8 T VXR SS	£29,824	5.6	170	325	320	25.7	249	6/10
2.0 CDTi Design	£19,334	10.5	127	140	258	76.3	98	6/10
2.0 CDTi SRi ST	£22,794	9.9	133	163	258	62.8	119	6/10

Euro NCAP **** LxWxH in mm: 4830x1860x1530, 70-litre fuel tank. 530/1470-litre boot, 9 engines, 6 trims, 106 models in total

No-nonsense Aussie saloon is back. TG cheers loudly. Particularly as it now has nearly 600bhp... Strewth.



6.2 V8 GTS £54,499 4.9 155 584 545 18.5 363 7/10 Euro NCAP n/a, LxWxH in mm: 4940x1900x1470, 73-litre fuel tank. 495-litre boot, 1 engine, 1 trim, 1 model in total

Mini-MPV with rear suicide doors to ease child installation and ejection of drunks. Like a Black Cab, minus vomit.



PRICE 0-62 MPH BHP LB FT MPG CO2 £20.645 9.9 122 136 236 64.2 116 7/10 Euro NCAP **** LxWxH in mm: 4290x1810x1620, 54-litre fuel tank, 400/1500-litre boot, 7 engines, 4 trims, 21 models in total.

ZAFIRA TOURER

Who'd of thunk it? The words 'Zafira' and 'desirable' in the same sentence. Boomerang eyes are locked on S-Max.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
2.0 CDTi SRi	£26,090	9.1	129	165	280	54.3	137	7/10
Fura NCAD		MACH :		4600	v10E0v	1760	CE lies	o fuel

tank, 420/1420-litre boot, 5 engines, 5 trims, 22 models in total.

ear on Volkswagen: ly brilliant, thoroughly deserving of every accolade ded its way. Up and Golf particular highlights.

Finally, a VW city car you want to own Neat styling and packaging to shame lkea's finest, we like the Up. A lot.



PRICE 0-62 MPH BHP IRFT MPG CO2 1.0 Take Up 3d £8,765 14.4 99 60 70 62.8 105 8/10 1.0 Club Up 5d £12.370 13.2 106 75 70 60.1 108

Euro NCAP ***** LxWxH in mm: 3540x1640x1490, 35-litre fuel tank, 251/951-litre boot, 2 engines, 6 trims, 16 models in total.



VW GOLF 1.6 TDI 105 Price £21,390 **Specs** 105bhp, 184lb ft, 0-62mph 10.7secs. VMax 119mph. 74.3mpg. CO. 99a/km

The runaway class leader. It just does what it does better than any other car, be it the school run or the motorway haul. To buy it is to love it. And to keep for a long time.

FORD FOCUS 1.0T 125 Price £18,795

Specs 125bhp, 125lb ft, 0-62mph 11.0secs, VMax 120mph, 60.1mpg, CO_o 108g/km

Britain's best-selling family hatchback and it's easy to see why. A recent facelift has made it a lot more Ford-like, although it's still pipped by the Golf.



Price £17.835 **Specs** 125bhp, 148lb ft, 0-62mph 9.1secs. VMax 126mph. 54.3mpg, CO., 120g/km

SEAT has pulled out all the stops with the latest Leon and it's now a car that pushes the Golf hard. Bit of extra sporting intent, covers all the bases well.



Price £19.445

Specs 115bhp, 199lb ft, 0-62mph 10.2secs, VMax 121mph, 76.3mpg CO., 95g/km

This one caught us a bit by surprise. It's a Peugeot, and it's not awful. At all. Rides well, drives nicely, looks good. A return to the Peugeots of old.



HONDA CIVIC 1.6 I-DTEC **Price** £20.920

Specs 120bhp, 221lb ft, 0-62mph 10.5secs, VMax 129mph, 78.5mpg, CO₂ 94g/km

Yes, it is very cleverly packaged, and yes you do need a degree in advanced electronic engineering to make head or tail of the dash. Belting 1.6 diesel.

VW has created the world's first ecospaceship. Beam us up Scotty, we're ready for lift-off at 300mpg.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 0.8 TDI Plug-in £94,000 11.9 99 75 103 313 24

Euro NCAP n/a, LxWxH in mm: 3970x1682x1184, 10-litre fuel tank, 120-litre boot, 1 engine, 1 trim, 1 model in total.

POLO

The Golf's mini-me was facelifted for 2014. It's safe and solid, and now has a (little) bit more soul.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
1.0 S 3d	£11,250	15.5	100	60	70	60.1	106	7/10
1.2 TSI SE 5d	£14,360	10.8	114	90	118	60.1	107	8/10
1.8 TSI GTI 3d	£18,850	6.7	146	192	236	47.1	139	7/10
1.4 TDI SE 5d	£15,425	12.9	108	75	155	83.1	88	8/10

Euro NCAP LXWXH in mm: 3970x1682x1462, 45-litre fuel tank, 280/952-litre boot, 9 engines, 8 trims, 32 models in total.

The best done better than ever. You need no other hatchback. So don't waste your time looking.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING	
1.4 ACT GT 5d	£23,850	8.4	131	140	184	58.9	112	8/10	
2.0 GTI 5d	£27,235	6.5	153	220	258	47.1	139	8/10	
2.0 R 5d	£30,805	5.1	155	300	280	39.8	165	9/10	
1.6 TDI Match 5d	£21,390	10.7	119	105	184	74.3	99	8/10	
2.0 GTD 5d	£26,670	7.5	143	184	258	67.3	109	8/10	
Furo NCAP **** I xWxH in mm: 4260x1800x1450, 50-litre fuel									

tank, 380/1270-litre boot, 12 engines, 8 trims, 29 models in total

GOLF SV

VW really has called this the Sports Van. It is neither sporty, nor a van. It's a Gol with a bit more. A Golf Plus, if you will.



	PRIGE	U-62	MPH	RHh	TREI	MPG	GUZ	KATING
1.4 TSI 125 S	£20,845	9.9	124	125	148	52.3	125	4/10
Furo NCAP	I v	∧⁄vH ir	mm.	4338	/1807v	1578	55-litr	o fuel

tank, 500/1520-litre boot, 8 engines, 4 trims, 11 models in total.

BEETLE

A sportier Beetle? Does that make this a cockroach? Never mind, the retro VW now has a smattering of driver appeal.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING		
1.2 TSI Design	£18,575	10.9	112	105	129	51.4	128	6/10		
1.4 TSI Sport	£22,430	8.7	126	150	185	48.7	134	7/10		
Euro NCAP **** LxWxH in mm: 4640x1770x1480, 68-litre fuel										

tank, 510-litre boot, 5 engines, 4 trims, 20 models in total.

PASSAT

The driver likes to pretend he's an exec when in truth he's a rep that's made his monthly bonus. Fine car, though.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING			
1.6 TDI S	£22,215	10.8	128	120	185	70.6	105	7/10			
2.0 TDI S	£23,340	8.7	137	150	251	70.6	106	7/10			
2.0 TDI SCR GT	£27,780	6.1	149	190	369	53.3	107	7/10			
Furo NCAP	Furo NCAP										

tank, 586/1152-litre boot, 4 engines, 5 trims, 26 models in total.

A NEW BEGINNING

INTRODUCING THE ALL-NEW VOLVO XC90 MADE BY SWEDEN

> BOOK YOUR TEST DRIVE AT VOLVOCARS.CO.UK



Official fuel consumption for the all-new Volvo XC90 in MPG (I/100km) ranges from: Urban 28.8 (9.8) - 45.6 (6.2), Extra Urban 40.4 (7.9) - 52.3 (5.4), Combined 35.3 (8.0) - 134.5 (2.1). CO2 Emissions range from 186 - 49g/km, MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results.

Facelifted CC has dropped the Passat name, but not the underpinnings. Cheap, able alternative to the Merc CLS.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
2.0 TSI 210 GT	£29,290	7.6	150	210	206	38.7	171	7/10
2.0 TDI 177 GT	£29,820	8.6	141	177	258	58.9	125	7/10

Euro NCAP n/a, LxWxH in mm: 4800x1860x1420, 70-litre fuel tank, 532-litre boot, 4 engines, 2 trims, 5 models in total.

PHAETON

An Audi A8, minus the tosspottery. Makes you feel special, until you sell it for half what you paid six months ago.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
3.0 TDI V6 LWB	£58,115	8.3	147	240	367	33.2	224	4/10

Euro NCAP LxWxH in mm: 5060/5180x1900x1450, 90-litre fuel tank, 500-litre boot, 1 engine, 1 trim, 2 models in total.

SCIROCCO

Still great looking, but now resting on a platform two gens behind the Golf. Minor facelift isn't enough to disguise this.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
2.0 TSI 180	£22,775	7.4	140	180	207	47.1	148	7/10
2.0 TSI 280 R	£32,580	5.7	155	280	258	35.3	187	8/10
2.0 TDI 150	£23,455	8.6	134	150	199	67.3	109	6/10

Euro NCAP ***** LxWxH in mm: 4256x1810x1406, 55-litre fuel tank, 312/1006-litre boot, 6 engines, 4 trims, 11 models in total.

TOURAN

A dull but capable MPV in a marketplace where that's all you need. Essentially a big, last-gen Golf with seven seats.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
1.6 TDI 105 SE	£23,705	12.8	116	105	185	61.4	121	5/10
2.0 TDI 177 DSG	£28.350	8.9	132	177	258	49.6	151	5/10

Euro NCAP ***** LxWxH in mm: 4397x1794x1634, 60-litre fuel tank, 121/1913-litre boot, 6 engines, 3 trims, 14 models in total.

SHARAN

More VW MPV-ery, this time quite good. It's comfortable, practical, seats seven easily and gets decent engines.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
1.4 TSI 150 SE	£27,635	10.7	122	150	177	39.2	167	7/10
2.0 TDI 177 SE	£30,555	9.8	130	177	258	48.7	152	7/10

Furo NCAP *** I xWxH in mm: 4850x1900x1720, 70-litre fuel tank, 300/2297-litre boot, 4 engines, 4 trims, 9 m

A baby SUV that's more of a family car than a rough 'n' tough off-roader. Des-tined for the school run, and why not?



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
1.4 TSI 4WD S	£23,655	9.2	123	160	177	37.2	178	5/10
2.0 TDI Match	£27,925	8.9	125	177	258	48.7	151	6/10

Euro NCAP **** LxWxH in mm: 4519x1809x1703, 60-litre fuel tank, 470/1510-litre boot, 6 engines, 4 trims, 15 models in total.

TOUAREG

If a large SUV can be inoffensive, this is it. Shares much with the Cayenne, ex-cept the price and cock-wafting image.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
3.0 TDI SE	£43,415	8.7	128	204	332	42.8	173	6/10
3.0 TDI R-Line	£48,215	7.3	140	262	373	42.8	174	7/10

Euro NCAP LxWxH in mm: 4801x1940x1709, 85-litre fuel tank, 493/1555-litre boot, 2 engines, 3 trims, 5 models in total.

TopGear on Volvo: Far removed from Volvo of old, and far more than just boxes on wheels. Even though they are boxy.

V40

Volvo finally pulls its finger out and gets serious about the premium hatchback. We actually quite like these.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.5 T2 SE	£22,205	9.2	1118	122	162	51.4	129	7/10
2.0 T5 R-Des L	£31,700	6.0	149	245	258	47.9	137	7/10
2.0 D3 150 SE	£23,770	7.9	130	150	236	74.3	99	8/10

Euro NCAP **** LxWxH in mm: 4370x1800x1450, 52-litre fuel tank, 335/1032-litre boot, 7 engines, 7 trims, 45 models in total.

MOST ECONOMICAL GCYL PETROLS



a **BMW** Activehybrid 3 47.8mpg



0 Lexus GS 450h 46.3mpg



O Infiniti Q50h 45.6mpg



O Lexus RX 450h 44.8mpg



O Mercedes-Benz S 400 Hybrid 44.8mpg



O **BMW** Activehybrid 5 44.1mpg



n **BMW** Activehybrid 7 41.5mpg



O Mercedes-Benz **CLS 400** 39.2mpg



0 Mercedes-Benz **SLK 350** 39.8mpg



BMW 535i **37.7mpg**

M

S60

At last, a BMW 3-Series rival that's actually a 3-Series size. Good engines, nice interior, but no 3-Series to drive.



PRICE 0-62 MPH BHP 1.5 T₃ Business £22,490 8.1 130 154 185 48.7 135 6/10 2.0 D4 Business £24,045 7.1 143 190

Euro NCAP **** LxWxH in mm: 4630x1860x1490, 67-litre fuel tank, 339-litre boot, 8 engines, 5 trims, 36 models in total.

V60

Estate version of the S60, only Volvo insists it's not actually an estate, but a 'sportswagon'. It's an estate, Volvo



PRICE 0-62 MPH RHP 002 2.0 D4 Business £25,245 7.2 140 190 295 70.6 104 7/10 D6 Twin Engine £49,975 5.8 143 220 325 155 48

Euro NCAP ***** LxWxH in mm: 4628x1865x1484, 67-litre fuel tank, 430/1241-litre boot, 6 engines, 9 trims, 36 models in total.

V70/XC70

Close your eyes and think of a Volvo. And here it is – the 21st century incarnation of the classic estate.



PRICE 0-62 MPH BHP IRFT MPG 2.0 D4 Business £27,195 8.1 137 181 295 67.3 109 5/10 XC70 D5 AWD £39.540 7.5 130 215 309 53.3 139 Furo NCAP **** I xWxH in mm: 4820x1860x1550, 70-litre fuel

tank, 575/1600-litre boot, 5 engines, 4 trims, 28 models in total

S80

A posh saloon for people who don't want to buy German. It's comfy and well-finished, but zero fun.



PRICE 0-62 MPH BHP LBFT MPG CO2 2.0 D4 SE Nav £32,220 7.9 140 181 295 70.6 104

Euro NCAP **** LxWxH in mm: 4850x1860x1490, 70-litre fuel tank, 442-litre boot, 1 engine, 2 trims, 2 models in total.

XC60

Mid-size SUV stuffed with health and safety kit. It should come in fluoro yel low with a loud hailer as standard.



PRICE 0-62 MPH BHP LB FT MPG CO2 2.0 D4 SE Lux £34,360 7.6 130 190 295 62.8 117

Euro NCAP LxWxH in mm: 4630x1860x1490, 70-litre fuel tank, 495/1455-litre boot, 3 engines, 4 trims, 14 models in total.

Everything we hoped it would be, and more besides. Superb safety systems, fantastic tech and practicality.



PRICE 0-62 MPH BHP LBFT MPG CO2 £45,750 7.4 137 228 347 49.6 149 2.0 T6 £49,205 6.1 143 324 295 36.7 179 2.0 T8 £59,955 5.3 140 406 295 104.6 99

Euro NCAP n/a, LxWxH in mm: 4950x2008x1776, 50/71-litre fuel tank, 397/1951-litre boot, 3 engines, 3 trims, 9 models in total.

DATA IN NUMBERS: SWITCHED ON

- → XC90 D5 149g/km C0 → XC90 T8 49g/km CO.

TopGear on Zenos: Upstart staffed by ex-Caterham execs. It shows Ford-engined E10 is admirably well-executed.

What do you get when former Caterham chiefs leave to design their own car? Um, a 21st century Caterham.



PRICE 0-62 MPH BHP LB FT MPG CO2 E10 £24,995 4.5 135 200 154 n/a n/a Euro NCAP n/a, LxWxH in mm: 3800x1870x1130, n/a-litre fuel

DATA IN NUMBERS: SMART STUFF

- → Zenos E10 kerbweight 700k
- → Smart Fortwo 1.0 kerbweight 880kg







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77 P

PAK 3

555 PD

PEC 5

6 RWM

SA 9849

4 SAC

10 SAD

70 X

8 XJ

444 Y

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F20 CHA

211 CIR

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GP 7156

9 GSH

6 GSK

H 550

1 KFT

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PAR 20T P422 OTT PAR 70N PAT 216E

PAV 3IL PAW 6L P346 OCK PEA 25E P342 SON PEA 4T P36 LER PEN 15

PER 6H PER 6H P322 ETT PET 20L PHO 3ISE

PH ONO

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NAMES AND WORDS

FLESH

FIRKES

Num	iber	Plat
REN 70N	100 YD 480 UL	100 Yards Abdul
TRII STS	ABIL AND ABIL AMS	Abland Abrams Araba
BI2I DES	AGA 4R AGA 7E	Adele Ager Ager
B4I2 KER	ALD 23D ALL 42D	Alland
W33 DGE	ALU IIN	Allaway
DON 4IID	DAM 3S AND 23S AND 223J	Amos Andres Andres
MEI2 OSE	ANII GEL ANN 37T	Angel Annett
- Melrose -	APSS LEY ARM OTT	Apsley Amott
L424 RUS	ARR 24N ASSENEL A25 LAN	Artan Arsenal Arstan
820 OKS	A54 NTE AY63 SHA	Asanto Ayosha
GAI2 THS	AYR 2E T84 CON	Ayre: Bacon
AY63 SHA	BAG 607T BI4 KER B4I DRY	Baggott Baker Bakery
LOV 47T	BAL 14D BAILMER	Ballad Balmor
S724 NGE	BAL 7IC BAN 93R	Bartic Bancer
C24 VEN	BAR BIE BAR BIE B ARD	Banham Barbio Bard
G247 SON	B412 KER B42 NES	Barker Barnes
2 OWE	BAR 783Y B42 TON	Bartley Barton
2 OSE	BAR 724M BAS 2A BAT 77/E	Bartram Basra Battle
LEII TON	BAY BAF BAZ NES	Bayries Bayries
Lenton -	BEA BL	Bead Beal
T324 NCE	B38 MER MRB 34N BEA 2D	Beamer
BII7 TER		Boards Boards Boater
B2I ERS	BEC 6K BEE 6H	Beck Beech
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ROW 3IL	BEN HE IS ENT	Bonnio Bont
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MRI3 CYD

BRA 6E BRA 555S BI23 NDA

321 DES 321 ERS 321 ONY 3215 TOL 3217 TEN

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SUS SE SUS 73R SUT TER SUT 70N

Flukes Flux Flynn FLU IX OF II YNN Cargill Carroll Cartor Carter Franc Fraser Freer FOR 631 ANIC FI28 NCH F216 KER F21 DAY FRO 23N Casson French Fricker Chance Frozer GAB BOR GAL IBY GAM BIS GAM BISS Gabor Galloy Gamblos Gamblos Chanol Chopra Cleaver Clunge GAILMER Gammor Cobum GAILDY2 Gandy GA22 ATT GA2 THS GA73 NBY Gateriby Comlov Compose Conboy Conner Gaylo Geordio Ghostly G30 RDY GHO 570 GHO 57N GIB BEY GIB HAM GI AND GIB NYS GLU 3S GLU YNN GIB OME GOA IS I GOB SILD SN Cooney Gibbon Gilbey Gilham Gland Glenys Glues Glynn Gnome Goals Corlett Courter Court Cowley Cox Coyle Crab Gob GOB GOLDEN GOLDE GOLDE GOULD G247 SON PGR 33D GRE 3G G256 SON Golden Golds Golde Craven Gould Crood Crick Crity GRE 3G G236 SON GRE IIIG G21 MES GII ARD GUI3 SSS GUII MOW GUT 5IE H46 KER Crisp Crouch Crowno Ciao Dakek Dancer Dare H466 ARD HAL BIL H4I5 ALL HAM EIT Darrel Deary Debut HAM ST HAB SEN HAP SEN HAP 2XOP HAR 2XOP HAR 2XOP HAS 7E HAT KE HEA 4L HEA 6Y HEA 6Y HEA 4P HO3 TER HEB 7XSY HO3 LEY HO3 LEY Doogan Dell Deluxo Delythi Donison Dorwer Dortoy Dorick Doon Dolls Dorald Dooley Dorota Dorset HE64 RTY HEGGRITY HER 832T HEW 177T HEY 3S HOG 8N HOL 647E HOB TON HOP 600D Dowse Dowsett Doyle DUB 8E DUG 94N DII KES DUII DEE Dube HUN III HUN 730R HUG LER HYI TON IT I Dundee Durtions JAB 48R JAC 6K JAN BA N34 MES EA03 RTH 34 VES ECC BS EDY 7A Eccles J47 SON Edyta Eldrod Errol ELD 23D ERR 20L 357 HER

Grayson Greed Greg Gregson Greig Grimes MAII LOY MAII TBY MAM 5S M4II SON M4II TAS Grimes Guera Guess M42I ENE Gummow Gutsio Hacker MAR 78A MAR 2Y M427 ANN Haggard Half MASS TIF Haisall Hamlet Hanson Horkor M4 YDE Harland Harrop M64 DAM M64LEER MCA 20IE MCC 134N MCC 10Y MCC 24E MCG IIIN Harrow Hasto Hatice Heal Healey Healer Healer Healey M66I NTY M662 ATH M68 UGH MEA 2S Hooley Hegarty Herbert Hewitt MED 4L MED 13Y Heyes MEII LON Hogan Holgate Holton MER OSE MOI TON MEP BAM MER BIA Hopgood MER 237T MES 53R MEY 286K MOB 8S Hytton Info Tech MORENT Jabbar Jacek MOD 83Y MOD 3D MOD 25H Janina Jayson MOR 215H MUL 623W MUR 70N MUS 73R MUT 57 MUT 770N MYR 44A NMR 64D JER BE JES BE JEY 3S JOL BY JOY B3R JULI ENS KAB SAR Jony Jolly Julion Kausar KAU 53R K34 LEY KEE 93R K3I RON KER 3N N4II EED Kauper Keekey Keeper NAN 377E N477 HAN Keiron NEA 72 NEA 7E NEB DLE NEV IIIN Koron Khanom Knaggs Knack KB4 NOM KIN GGS KNO 6K Fatter K275 TAL Featon KUR 2T Feather KUR 7IIS Feticle KYT 7E Fover LAK 3R N333 WBY Kurti NEW 64R Kurtis NEW 550N Kyte NGU 73N Laker NI ALL

PIGNO PIGEAT PIGEAC PIII UME POR AND POR 217T 944 POR POR 207T Martha Mary Maryann Masseur Massiff PRII VET P206 TEI PRII NES Matikta Maxted PUB 80Y PUB XXX Mayors. Mayor McAdam McAkor McArdio RAB BIE McClean McCley McCrae RAII DLE RAII SOM RAU IIF R47 NOR McGinn McGinty McGrath McHugh Mears Medal R33 EDS REF 80 I23 GAN REL IF REN 44A REN 70N REP 78E RHO 17A ROA 6H Medky Meghan Mellon Melrose Mellon Mepham Mercia ROB 77N 120 GER ROG 312S Morrott ROO IIS ROR IV 2 OSE BRO 5S Meyrick Mobbs RIO UGH 2 OWE ROW 3IL RUB INA RUC 6K RUM BIE Moment Monday Mooney Mopod Morrish Mulgrow Mulvoy Murton RUB DLE RUS 550N RUS 70N RUS 70N SAILOON SAILUEL SAILUEL SAILUEL SAILUEL SCA 813T SCU 7T S34 GER SEA 21E SEA 25 Mutsy Mutton Myra Nahood Nanotto Nathon Naylor Noary Nonto SEA 2S SEE 13Y SET 73R MESH DXY SHII GGY SHA 71IE SHE 423R SHO 2E Neodio Nevin Nowby Newcar Nowton Nguyon Niali

Nibblor SHI2 UBB Shrubb Slough Noreon Norma SMA II39 Smalley Smalley Smith Sole Song Soper Soups South Spice Number ESM 17H Obrien Odd Boy 5 OLE SON IIG Ogle Oh Boy SOP 3R SID LIPS Older Older Spragg Stack State Stark Oktrova SPR-460 Olga Omar Opera STA 6K 73 FAN Orange Crewald Stiles Stoke Out Storrio Page S7 OWE S724 NGE Stown Strango Stroot Strutt

Palace Parn Pansy Stump S77 LIMP **Parkes** Parrot Parrott Parton DTA I
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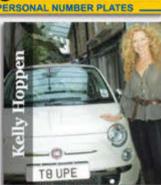
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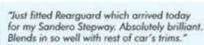
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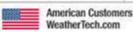
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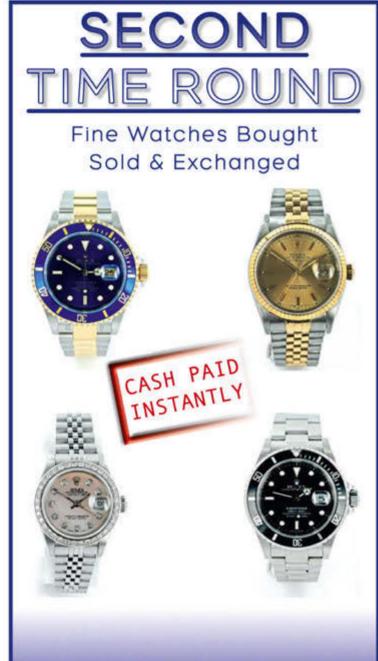
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CJ300 Specification Jeep 1941 Alloy Wheels 7.5x17" in Satin Black, 4 Slot Chelsea Truck Company Grille, Front Grille Industrial Mesh, Side Wing Blades in Carbon Finish, Fuel Filler Cap in Satin Black, Chelsea Truck Company Spare Wheel Cover, Front & Rear Seats in Quilted & Perforated Leather with Matching Stitching, Door Entry Sill Plates in Stainless Steel, Vented Foot Pedals in Machined Aluminium, Floor Mats in Toughened Rubber, Brake Calipers in Liquid Red, Smoked Headlamps & KAHN Vehicle Branding.



Wide Track Specification: 1948 Defend Alloy Wheels 8x16" in Satin Black, Front & Rear Wide Wings with Integrated Vents & Bolt Apertures, X-Lander Front Grille & Headlamp Surrounds, Bonnet & Side Vents with Mesh. Front Sports GTB Seats & Rear Folding Seats in a Choice of Quilted & Perforated Leather with Harris Tweed, Centre Glove Box & Instrument Binnacle in Quilted & Perforated Leather, Roof Grab Handles with Harris Tweed, Rear Door Panel, & Handle in Harris Tweed, Rear Passenger Knee Protectors, Vented Foot Pedals in Machined Aluminium, Door Entry Sill Plates in Stainless Steel, Single Spoke Steering Wheel - Leather, Rev Counter Fascia in Red, Churchill Time Clock, Hard Wearing Front & Rear Cabin Floor Mats & KAHN Vehicle Branding.

Notes:

Jeep CJ300/400 Images shown with optional: mud terrain tyres (only for off road use), LED Daytime Running Lights & Diamond LED Military Headlights.

Defender Chelsea Wide Track shown with optional: 9"x20" Mondial Alloy Wheels in Piano Black and Diamond Cut, Front Bumper Replacement, Sump Guard & Crosshair Exhaust System in Stainless Steel inc. Mudflaps.





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Factory Sahara Specification: 5 Speed Automatic Transmission, Air Conditioning, with Auto Temperature Control, Anti-Lock 4 Wheel Disc HD Brakes, Automatic Headlight Activation, Brake Disc Ventilation, Cruise Control, Driver & Front Passenger Air Bags, Electronic Stability Control, Hill Descent Control, Hill Start Assist, Infinity Premium Audio, System, Keyless Entry with Immobiliser Split Level Targa Roof & Removable Hard Top.





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Mondial Defend



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